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IT POURS.

Hongkong Daily Press

ESTABLISHED 1857

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STOCKED BY ALL
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No. 17,549. 號九十四百五千七萬一第 日五十月六年寅甲 HONGKONG, THURSDAY, AUGUST 6TH, 1914. 四拜禮 號六月八年三國民華中 PRICE, \$3 PER MONTH.

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Hongkong, 9th June, 1914. [805]

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K. KATO,
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No. 2 Pedder Street, Hongkong.
Hongkong, 24th April, 1914. [614]

PEAK TRAMWAY COMPANY. LIMITED.

TIME TABLE.

WEEK DAYS.
7.00 a.m. to 8.00 a.m. Every 15 minutes.
8.00 " " 10.00 " " 15 " "
10.00 " " 11.00 " " 15 " "
11.30 " " 12.45 p.m. " " 15 " "
12.45 p.m. to 1.15 " " 10 " "
1.15 " " 1.45 " " 15 " "
1.45 " " 2.15 " " 10 " "
2.15 " " 2.45 " " 15 " "
2.45 " " 3.00 " " 15 " "
3.00 " " 3.10 " " 10 " "

NIGHT CARS.
8.00 p.m. and 9.00 p.m. 9.30 to 11.00 p.m.
Every Half-Hour.
11.00 p.m. to 11.45 p.m.
Every Quarter-Hour.

SUNDAYS.
7.45 a.m. to 10.30 a.m. Every 15 minutes.
10.30 " " 11.00 " " 10 " "
11.30 " " 12.00 noon " " 10 " "
12.00 noon to 1.00 p.m. " " 15 " "
1.00 p.m. to 5.00 p.m. " " 15 " "
5.00 " " 6.00 " " 10 " "
6.00 " " 7.00 " " 15 " "
7.00 " " 8.10 " " 10 " "

NIGHT CARS as on Week Days.
Extra Car at 12 Midnight.

SPECIAL CARS by arrangement at the Company's Office, Alexandra Buildings,
Des Vaux Road Central.
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 29th May, 1914. [502]

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Codes used:—A.B.C. 4th and 5th Editions, Lieber's, Scott's, A1 and Watkins's.
DRY DOCK DEPARTMENT.—Telephone Nos. 376, 505, 681, 2050, 3470.
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Every description of repair work is undertaken. A large assortment of material including tall shafts are kept in stock. Two powerful tow boats, floating derrick to lift 45 tons, pneumatic, electric, hydraulic plants, etc. Manufacturers of engines, boilers, tanks, lighters, constructional steel work, etc. Tenders on short notice by letter or cable.

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99 buildings, principally of brick and steel, containing private bonded warehouses and sugar consumption tax covered warehouses. Floor area 67,617 square yards, or 14 acres. Every description of warehousing, Custom-house brokerage and insurance undertaken. Rates moderate.
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SHORTEST AND QUICKEST ROUTE BETWEEN THE FAR EAST
AND EUROPE, VIA DAIREN.

TIME TABLE
(Effective from May 1st, 1914, to April 30th, 1915).

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For St. Petersburg	For St. Petersburg	For St. Petersburg	For St. Petersburg	From St. Petersburg	From St. Petersburg	From St. Petersburg	From St. Petersburg
For Moscow	For Moscow	For Moscow	For Moscow	From Moscow	From Moscow	From Moscow	From Moscow
For Vladivostok	For Vladivostok	For Vladivostok	For Vladivostok	From Vladivostok	From Vladivostok	From Vladivostok	From Vladivostok

* Russian Train Time is 23 minutes faster than the S.M.R. Time.

The above fares do not include the Express Train Berth Fee.
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Tel. Add.:—"MANCHU."
Codes: A.B.C. 5th Ed., A1, and Lieber's.

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MINING DEPARTMENT.

SOUTH MANCHURIA RAILWAY CO., DAIREN. [63]

OREGON PINE.

THE CHINA IMPORT AND EXPORT LUMBER CO., LTD.

Hongkong, 27th June, 1914. [728]

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A1, A.B.C., Western Union, Engineering and Bentley's Complete Phrase Codes used.

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No. 1	510 ft.	77 ft.	26 ft.
No. 2	350 ft.	53 ft.	24 ft.
No. 3	714 ft.	68 ft.	34 ft.

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Floating Shoelocks, capable of lifting 40 tons weight.

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Hongkong, 2nd May, 1914. [652]

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[1492]

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The place has been renovated throughout and entirely refurnished, and now offers excellent accommodation for residents and tourists. Situated on the Praia Grande facing the sea, a cool breeze is enjoyed all the year round. Hot and cold baths and all sanitary arrangements up to date. Electric lights and fans. Public and private bars and billiard rooms. LARGE and COMFORTABLE DINING ROOM (recently enlarged and re-constructed) facing the sea.

Cuisine under experienced supervision.

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Every Information and Special Attention given to Tourists.

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WM. FARMER, Proprietor.

[775]

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Our Celebrated **E** very old Liqueur Scotch Whisky is a blend of the best Pot Distilled Scotch Whiskies. It is of great age, very fine, and mellow. Its superior quality has established its reputation for over 30 years as **THE LEADING SCOTCH WHISKY IN THE EAST.**

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Finest very old **BROWN BRANDY**, Guaranteed 25 year age, in wood. The finest **LIQUEUR BRANDY** on the market.

ment stores" have done, and we direct the reader's attention to the letter from Messrs. Lane, Crawford & Co., as well as to the notification by the Anglo-Swiss Milk Co., which will be found in another column. It will be time enough to panic when the British trade routes are interrupted. We have every confidence in the ability of the British Navy to keep them open, especially as in this war she has the assistance of the French Navy. If the German Fleet has passed through the Kiel Canal and gone into the North Sea it should not be long before we have news of a naval battle. The result of that battle with enable the world the better to gauge the possibilities of the situation as regards the protection of the trade routes for British commerce. Among British subjects there is no want of assurance that Britannia will continue to rule the waves. It is unnecessary to say that the impending battle is not likely to be a repetition of what occurred in the Straits of Tsushima in the Russo-Japanese war. In the North Sea there will be arrayed against each other two of the finest and most efficient navies in the whole world, and we must brace our nerves and be prepared for news of terrible destruction and loss of life on both sides. Courage and determination in this war will surely not be found only on one side, for it is recognised clearly that this is a life or death struggle between Germany and Great Britain.

While we wait as patiently as we can for news, the following tables which illustrate some aspects of the relative material strength of the principal Powers engaged in the war, taken from a recent publication, may be studied with interest:—

DREADNOUGHTS.			
(Main battery of 8 or more big guns.)			
	Completed.	Under Construction.	Total.
British Empire	27	15	42
Germany	17	9	26
Austria	2	2	4
Russia	—	11	11

The relative strength of Great Britain and Germany in completed ships is as follows, the total being divided into (1) ships launched over ten years, and (2) ships launched ten years or less:—

Over 10 Years. 10 Years or less.			
	Britain.	Germany.	Britain.
Dreadnoughts	34	16	6
Other battleships	22	5	12
Other armoured cruisers	30	20	18
Small cruisers	91	52	105
Destroyers	20	32	20
Torpedo-boats	—	—	—
Submarines	—	—	—

In the Far East Germany has a squadron which cannot be regarded as the equal of the British. The flagship *Scharnhorst* is described in the *British Navy League Annual* as "in a most inefficient state." Though designed for a speed of 22½ knots, it is said that she is unable to attain 20 knots even for short spurts. She went ashore in the Elbe Estuary in 1908, and the strain she underwent at the time of the accident is considered to have knocked ten years off her "life." The *Scharnhorst* is an armoured cruiser of 11,420 tons displacement and 26,000 i.h.p., completed in 1907. The other German ships in the Far East are the *Guinean*, a sister-ship of the *Scharnhorst*, completed in 1908, the protected cruiser *Nürnberg*, of 3,350 tons displacement, built in 1908, the protected cruiser *Leipzig*, 3,200 tons, completed in 1906, the protected cruiser *Emden*, 2,544 tons, completed in 1906, and the gunboats *Itis*, *Jaguar*, *Tiger*, *Luchs*, *Tringtau*, *Vaterland*, *Otter*, and two torpedo-boats. Opposed to these in the Far East besides the British China Squadron which includes the *Minotaur*, *Hampshire*, *Newcastle*, *Farmouth*, *Triumph*, with eight torpedo-boat destroyers and other craft, there is the French Squadron consisting of the armoured cruisers *Montcalm* and *Dupleix*, two gunboats, five destroyers, and four submarines, besides the river craft; while the Russian naval force consists of the protected cruiser *Askold* and a few destroyers stationed at Vladivostok. It will thus be seen that the danger of Germany making an attack in force either on this Colony or on the Eastern possessions of any other Power with which she is now at war, is extremely remote, and we imagine that a few days hence will make the possibility of "raids" by individual ships equally remote.

We are requested to state that for three days, commencing to-day, immediately after the 7.30 a.m. Mass in the Catholic Cathedral, there will be benediction of the blessed sacrament preceded by the Litany of the Saints, for the restoration of peace.

At the Supreme Court yesterday, upon the application of Mr. H. E. Pollock, K.C., Mr. Arthur Montague Preston was admitted to practice as a solicitor in the Courts of the Colony. Mr. Preston, who was admitted a solicitor in the Supreme Court of Judicature in England on February 1st, 1911, has joined the staff of Messrs. Johnson, Stokes & Master.

A Chinese who arrived in the Colony from Australia by the *Empire* was arrested on coming ashore in a sampan for being in unlawful possession of two rifles and 500 rounds of ammunition. The contraband was concealed in the false bottom of a box. A fine of \$100 was imposed.

At the Magistracy yesterday a Chinese who had been employed at Weismann's, Limited, for five years as a bread coolie was charged by Inspector McDonald with the larceny of 3lbs. of butter and a quantity of biscuits. The Magistrate was informed that a great deal of stuff had been stolen of late. The defendant had no business in the pastry department, from which the stolen goods were taken, and he must have possessed a duplicate key to get inside. On several mornings butter had been found to be missing. Defendant admitted stealing the butter, but denied that he possessed a key, and alleged that the door was open. He was sent to prison for seven days.

Mr. K. H. Chen, Chinese Commissioner of International Railway Traffic, arrived in Hongkong on the 31st July, by the P. & O. str. *Devanha*. He has booked his passage by the French mail *Amazon* leaving Hongkong on the 11th inst. for Marseilles to attend the 8th conference, which was fixed to be held on the 18th September, 1914, but the events of the past week will probably make a postponement of the conference necessary. Mr. Chen, who has been in charge of the International Railway Services of China, in Peking, has already represented China at two Conferences—one in Moscow in June, 1913, and one in Tokyo in June, 1914, and has been decorated twice by the Peking Government for meritorious services. China was first admitted into the through trans-Siberian Railway conference last year. Mr. Chen is an old Queen's College boy (College name Chen Yeuk Ying), and is married to the elder sister of Mr. Tse Tsan Tai, of this Colony.

THE SPECIAL POLICE CONSTABLES.

The Police Magistrate will swear in the special police drawn from the British residents of the Colony at the Magistracy at 4 o'clock this afternoon.

In the meantime, police notices are being circulated to those selected to serve and should reach their destination this morning.

British residents are requested to leave word at home as to where they will be found should the notice not have been delivered when they left their homes for business in the morning.

The order for attendance is compulsory.

THE BANK CONSPIRACY CASE.

The case in which A. F. Remedios is charged with conspiring to defraud the Hongkong and Shanghai Banking Corporation was continued yesterday before Mr. J. B. Wood.

Mr. O. E. Owen, proprietor of the Carlton Hotel, recognised Remedios as one who had stayed at the hotel for some time. Gutierrez used to visit the defendant two or three times a month.

Lee Kee, contractor, of Wellington Street, deposed that he knew the defendant, and had had business dealings with him. He produced a receipt for commission paid to the defendant as Anthony & Company. The defendant signed the receipt. Witness did not know anyone else in Anthony & Company, and as far as he knew the defendant was Anthony & Company.

Reginald O. Gutierrez was then put in the witness-box. He said the photographed letter produced was a photograph of a letter he wrote himself at the defendant's room at the Carlton Hotel at 12.30 a.m. on the 5th May last. Witness and the defendant were alone together when the letter was written. Remedios knew that he wrote the letter, and was aware of its contents. After it had been written it was handed over to the defendant. Remedios wrote a letter addressed to R. Richardson, Singapore, and the letter produced was an exact copy. The defendant showed it to him, and he noticed that the signature, L. Lyndhurst, was in the handwriting of the defendant. Remedios told him that he was going to post the letter the following morning. Witness never corresponded with the man Richardson, but he knew that the defendant was corresponding with him, and he also knew that the defendant referred to witness in correspondence under the assumed name of Hollywood. Witness addressed a certain envelope to R. Richardson, Singapore, at the request of the defendant, and defendant put two letters into the envelope, and took them away. Witness did not post the letters.

Mr. Lewis asked for an adjournment at this stage, intimating that at the next hearing he would have to take the witness over the whole transactions in connection with the affair.

The Magistrate granted the request.

SUPREME COURT.

Wednesday, August 5th.

IN ADMIRALTY JURISDICTION.

BEFORE THE CHIEF JUSTICE, MR. H. H. J. GOMFERTZ, AND COMMANDER BECKWITH, R.N., ACTING AS ASSESSOR.

SEQUEL TO A COLLISION.

The Nippon Yusen Kaisha, as owners of the *Jinsen Maru* v. The China Steam Navigation Co., as owners of the *Wingung*. The claim was for the sum of \$90,000 for damages occasioned by a collision which took place in the Tathong Channel near Lamtong Island on February 14th. The plaintiffs also claimed costs of the action. There was a counter-claim by the Indo-China Steam Navigation Company, for damages arising out of the same collision.

Mr. Eldon Potter (instructed by Mr. E. J. Grist, of Wilkinson & Grist) represented the N.Y.K., and Mr. E. H. Sharp, K.C. (instructed by Mr. Davidson, of Hastings & Hastings), represented the Indo-China Steam Navigation Company. Mr. Potter at the outset explained that on the morning of February 17th the *Jinsen Maru*, bound from Moji to Hongkong, was approaching this port. The weather was foggy, the fog in the earlier hours being intermittent; at times the ship had to stop and at others could go full speed ahead. At 10.25 the ship anchored, but at 11.10, the weather having cleared considerably, she was able to proceed. At 11.52, owing to the fog having got somewhat thicker, the *Jinsen Maru* reduced to half-speed and after that she never went at a higher speed. At 11.45 the Captain heard the fog gun at Waglan to the W.S.W., and this enabled him to more accurately fix his position. He then altered his course to bring him more directly into Hongkong. At 11.57 the Waglan gun was heard bearing S.S.W., and therefore the course of the *Jinsen Maru* was altered to N.W., which brought her directly into the course of inward bound vessels from Japan to Hongkong. There was no other alteration of course prior to the collision except to the extent that when the ship went astern it had the effect of bringing her head round to starboard. All this time there was fog. At 12.5 the speed of the *Jinsen Maru* was reduced to "slow" and as the Captain was aware that land was near orders were given to stand by the anchor. This was twelve minutes before the collision, according to the *Wingung*, and eleven minutes according to the *Jinsen Maru*.

The most important time he would mention in the case was 12.10, for then the *Jinsen Maru's* engines were stopped altogether. At 12.11 the fog signal of the *Wingung* was first heard, bearing W. by N., 1/2N. on the *Jinsen Maru's* port bow. At 12.14 the *Jinsen Maru* sighted the *Wingung* about two lengths away, though it was very difficult to estimate distances correctly in the fog, two or three points upon the port bow. Plaintiffs said that the *Wingung* was apparently approaching at considerable speed, and in fact defendants admitted that they were going at three or four knots at the time they sighted the *Jinsen Maru*. The *Jinsen Maru* immediately went astern and blew three blasts to signify this intention, but the *Wingung* (and this was practically admitted) came on at full speed and endeavoured to cross the *Jinsen Maru's* bows. The question which the Court would have to decide later was whether this was a proper or improper manoeuvre. The result of it was that the ships collided, the starboard side of the *Wingung* striking the stern of the *Jinsen Maru*. He would prove that at the time of sighting the *Wingung* the *Jinsen Maru* was only going at about two knots and that her forward way was practically off her.

There was a suggestion that the *Jinsen Maru* was going at an excessive speed, but he would prove that at 12.5 the engines were put from half-speed to slow, and that from 12.10 to the time of the collision the ship was simply moving by her own momentum. It had been alleged against the *Jinsen Maru* that she was travelling at an excessive speed having regard to the circumstances at the time of the collision; and that she neglected to slacken speed, or stop or reverse her engines, or that she did not do so in due time. These allegations he would deal with in detail later, but he would point out that if the speed of the ship had been excessive she would have cut into the *Wingung*. This was borne out by the evidence of an expert witness taken *de bene esse*. After Mr. Potter had referred to the log of the *Wingung* just previous to the collision the hearing was adjourned.

THE GERMAN MAIL STEAMER "KLEIST"

The Norddeutscher Lloyd liner *Kleist*, homeward bound from China, was reported yesterday to be manoeuvring in the vicinity of Sabang (Malacca). Now that war has broken out between Britain and Germany she will doubtless make for one of the ports of the Netherlands-Indies, which demonstrates the advantage to Germany of observing the neutrality of Holland.

THE WAR.

THROUGH REUTER'S AGENCY.]

WAR BREAKS OUT BETWEEN GREAT BRITAIN AND GERMANY.

Up to 4 a.m. this morning, at which hour we went to press, no confirmation had been received of the rumour which was in circulation in the Colony last night, to the effect that a naval battle had been fought in the North Sea, in which the Dreadnought "Indefatigable" had distinguished herself by sinking or disabling four German cruisers, though she, too, had badly suffered in the encounter and had put into Hull for repairs. We were unable to obtain any confirmation of this rumour locally. Owing doubtless to the number of Government messages having to be cabled in the last forty-eight hours, all other messages are subject just now to considerable delay. It will be observed that no Reuter's message had been received up to the hour of going to press announcing a declaration of war between Great Britain and Germany. That news is derived solely from the Governor's Proclamation.

BELGIUM REJECTS GERMANY'S ULTIMATUM

LONDON, August 5th. 2.50 p.m.

It is officially announced that Belgium has rejected Germany's ultimatum, and will adopt all methods to defend her neutrality.

MANIFESTO BY THE TSAR.

LONDON, August 4th. 5.30 a.m.

The Tsar has issued a Manifesto in which he expresses his confidence that Russia will rise like one man and repulse "the insolent attack of Germany."

EARL KITCHENER RECALLED TO LONDON.

LONDON, August 5th. 5.30 a.m.

Earl Kitchener, who embarked at Dover yesterday, was recalled telegraphically. He landed and proceeded to London.

The *Daily Telegraph* says it is probable that Lord Kitchener will be appointed Secretary of State for War.

"JOYOUS DEFIANCE" IN LONDON.

LONDON, August 5th. 2.45 a.m.

The scenes in London last night recalled those on the occasion of the relief of Mafeking, except that the note was one of joyous defiance, processions cheering, singing the *Marseillaise*, shouting snatches in French, and waving English and French colours.

Their Majesties the King and Queen and the Prince of Wales appeared on a balcony at Buckingham Palace and received an ovation.

There is much enthusiasm in the music halls.

MR. JOHN BURNS RESIGNS.

LONDON, August 5th. 2.45 a.m.

The *Daily Telegraph* states that Mr. John Burns, President of the Board of Trade, has resigned.

RADICALS PROTEST AGAINST WAR.

LONDON, August 5th. 2.45 a.m.

In the House of Commons, the Radical members Mr. Josiah Wedgwood, Mr. Harvey, Mr. Arthur Ponsonby, and the Labourite, Mr. Keir Hardie, protested against war.

Mr. Balfour appealed for the close of "an impotent debate."

PROTECTION OF BRITISH TRADE.

Mr. Lloyd George has said it is proposed to take steps to enable trade to be continued whatever happens.

LORD LANSDOWNE'S SUPPORT FOR SIR EDWARD GREY.

LONDON, August 5th. 2.45 a.m.

In the House of Lords, Lord Lansdowne, Leader of the Opposition, said:—"After Sir Edward Grey's speech and rare courage we have no fear of the Government's action."

HOLLAND NOT INVADIED.

AMSTERDAM, August 5th. 2.45 a.m.

It is denied that Limburg has been invaded by the Germans. The German Minister has promised to respect the neutrality of Holland.

CHANGES IN FRENCH CABINET.

LONDON, August 5th. 5.30 a.m.

Changes have taken place in the French Cabinet. M. Augagneur, Minister of Instruction, takes the place of M. Gauthier, Minister of Marine, who has resigned. M. Doumergue has accepted the portfolio of Foreign Affairs, M. Viviani retains the Premiership, and M. Sarraut has been appointed Minister of Instruction.

GENERAL MOBILISATION IN TURKEY.

LONDON, August 4th. 12.30 p.m.

The very significant news has been received that Turkey has ordered a general mobilisation.

FRENCH COMMANDER-IN-CHIEF PROCEEDS TO THE FRONT.

LONDON, August 4th.

It is reported from Paris that General Joffre (Generalissimo of the Army) has left for the frontier.

NOTICE TO CORRESPONDENTS.

ONLY communications relating to the news column should be addressed to THE EDITOR. Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith. All letters for publication should be written on one side of paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supply for Cash.

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LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, AUGUST 6th, 1914.

GREAT BRITAIN as well as France and Russia are now officially declared to be at war with Germany. The Colony of Hongkong, in common with all parts of the Empire, is taking every measure for its own defence. While we are, of course, liable to all the surprises of war, it would seem extremely unlikely that any attack will be made by the enemy in force upon this Colony. One of the many proclamations issued by H.E. THE GOVERNOR yesterday informs the inhabitants of the Colony that His Majesty's Navy will guard the Colony from an attack by the enemy in force, and that the present strength of the defences and garrison of the fortress make unlikely a raid by predatory cruisers. The inhabitants are further informed, however, that all necessary measures to defeat such a raid are being taken, and the Government trust that the confidence of the people will be shown by their proceeding with their ordinary business as in time of peace. It is perhaps of unnatural that some panicking should have manifested itself among the population in regard to food supplies, Hongkong being entirely dependent on outside sources for these; and the Chinese storekeepers have taken full advantage of the panic created by many people laying in stores sufficient to last for three or four months. It cannot be too strongly insisted that there is no justification for raising prices 50 and 60 per cent., as some of the big Chinese "depart-

[THROUGH ROUTER'S AGENCY.]

IMPORTANT STATEMENT BY MR. ASQUITH.

LONDON, August 4th.

Mr. Asquith in the House of Commons made a statement in which he said that Great Britain last night protested to Germany against the violation of Belgian neutrality and requested an assurance that the demand Germany had made upon Belgium should not be proceeded with, and that her neutrality should be respected. Mr. Asquith said with emphasis "We asked for an immediate reply." (Loud cheers.) Mr. Asquith read a telegram from the British Minister at Brussels as follows:—

"The German Minister to-day addressed a Note to the Belgian Foreign Minister stating that as the Belgian Government declined the well-intentioned proposals submitted to them by the Imperial Government the latter deeply regret that they will be compelled to carry out, if necessary by force of arms, the measures considered indispensable in view of the French menace."

Simultaneously, Mr. Asquith proceeded, we received from the Belgian Legation the following telegram from the Belgian Foreign Minister:—

"The General Staff announce that Belgian territory has been violated at Gemmenich near Aix-la-Chapelle."

Subsequent information tends to show that a German force has penetrated still further into Belgian territory. We also received this morning from the German Ambassador a telegram sent him from the German Foreign Minister in these words:—

"Please dispel any distrust that may exist on the part of the British Government regarding our intention by repeating in the most positive manner our formal assurance that even in the case of an armed conflict with Belgium, Germany will not on any pretence whatsoever annex Belgian territory. (Ironical laughter.) The sincerity of this declaration is borne out by the fact that we have solemnly pledged our word to Holland strictly to respect their neutrality."

Mr. Asquith then said: I have to add this on behalf of His Majesty's Government: We cannot regard this as, in any sense, a satisfactory communication. (Cheers.) We have in reply repeated the request made last week to the German Government that they give us the same assurance regarding Belgian neutrality as has been given to us and Belgium by France.

STATEMENT BY THE KING OF THE BELGIANS.

The King of the Belgians, addressing the Chamber of Deputies at Brussels said: If we have to resist the invasion of our soil we are armed and ready to make the greatest sacrifices. The one duty imposed upon us is stubborn resistance with courage and union to guard the supreme welfare of our country.

THE GERMANS INVADE BELGIUM.

It is officially announced that the Germans have invaded Belgium.

GERMAN USE OF AIRCRAFT.

From Luneville it is reported that a German aviator dropped three bombs into the town, but no casualties resulted.

CANADIAN MILLIONAIRE EQUIPPING A REGIMENT.

A Montreal message reports that Mr. Gault, a millionaire, is equipping a regiment.

HUSBAND'S CHIVALRY.

LIEUTENANT CAMERON AND HIS WIFE.

A new and dramatic light is thrown on the pearl necklace case which started Edinburgh society three years ago by a document which has been sent to members of Parliament by Sir Herbert Raphael, M.P. This incorporates a petition to the King by ex-Lieutenant Cecil Aylmer Cameron, who, with his wife, was sentenced to three years' penal servitude for attempting to defraud the underwriters of a Lloyd's policy of £3,500. A mass of facts are now put forward for the first time which, it is urged, warrant an inquiry into the whole question as to the guilt of Mr. Cameron.

The document tells the story of a promising young officer married to a highly neurotic woman, of her deceit, and of his implicit belief in everything that she says. One day a pearl necklace comes on the scene, and there are wrangles between husband and wife as to whether she should accept it. Eventually she gives way, and the precious ornament is insured for £6,500. Then the blow falls. Following quickly on a robbery which is the product of the woman's imagination comes the arrest of both. Still the officer believes in the robbery, but gradually facts come to light which show that it could never have taken place.

When this comes to the knowledge of Lieutenant Cameron he finds himself in a quandary. If he goes into the witness-box, in all probability he will incriminate his wife, but if he remains silent it is possible that both may be acquitted. So he takes the latter course. In the result both were convicted. Mrs. Cameron was released in September, 1911, and the present petitioner on May 31st, 1913, after serving two years of his sentence. The case for an inquiry is strongly supported by a letter written by Mrs. Cameron.

It is no longer possible to credit the story of "robbery." Indeed, Mrs. Cameron herself does not attempt to conceal her offence. In a poignant letter addressed to the then Secretary for Scotland, she pleads for her husband. She commences her letter thus:—"So I can only grasp at to-day—one of the rare occasions when so far I have been free of pain—and try to write out in full and as best I can the confession of my guilt; for by my silence my poor, noble young husband has been unjustly convicted, although absolutely and entirely innocent of the cruel charge brought against him." She expresses her contrition, confesses everything, and speaks of her "cruel

agony of remorse." Her statement is amplified by medical testimony, which shows her to be an exceedingly abnormal person. In the opinion of all Mr. Cameron's friends and of a large number of members of Parliament the facts now made public are sufficient to warrant at least an inquiry. This Mr. McKinnon Wood has refused to grant, and the matter will therefore be debated when the Scotch estimates come up for discussion. At present Mr. Cameron is occupying a responsible position found for him by a member of his late regiment.

THE P. & O. AND BRITISH INDIA FUSION.

It is understood that as from October 1st the head offices of the British India Steam Navigation Company, which are now in Throgmorton Avenue, will be in the new premises of the P. & O. Company at the back of Leadenhall Street, with entrance from St. Helen's.

Lord Inchcape has already been elected managing director of the British India Company for a period of 10 years, and, as indicated by Sir Thomas Sutherland at the recent meeting, it is understood that he will ultimately be elected Chairman of the P. & O. Company.

INCOME-TAX ON COLONIAL INVESTMENTS.

The following letter appears in *The Times* of July 6th:—
Sir,—It is to be hoped that every British Colonial Government and the Government of India will at once protest against the Budget proposal, in so far as it affects their territories, to tax income abroad where the income is not remitted to the United Kingdom.

I am not here concerned with the proposal in so far as it touches income arising in foreign, that is, non-British, countries; but to extend it to investments which are retained in our own Colonies and the profits of which are not remitted to this country is a policy fraught with the most serious consequences to the development of our possessions abroad. These countries are in sore need of every penny of British capital that can be attracted to or retained in them, and to set up inducements to our countrymen, in order to avoid double taxation, to withdraw their investments is a reckless and unconsidered scheme that could not have suggested itself to any financier who had the smallest regard for our Imperial obligations.—I am, Sir, your obedient servant,

G. S. FORBES.

PROCLAMATIONS BY THE GOVERNOR.

WAR WITH GERMANY.

The following Proclamations by H.E. the Governor were issued in a *Government Gazette* (Extraordinary) yesterday:—

I, Sir Francis Henry May, K.C.M.G., Governor and Commander-in-Chief of the Colony of Hongkong and its Dependencies, and Vice-Admiral of the same being satisfied thereof by information received by me hereby proclaim that war has broken out between His Majesty and Germany.

FORCES SUBJECT TO ARMY ACT.

Whereas by Section 189 of the Army Act it is enacted that where the Governor of a Colony in which any of His Majesty's forces are serving declares, at any time or times that by reason of the imminence of active service it is necessary for the public service that the forces in the Colony should be temporarily subject to the said Act as if they were on active service, then, on the publication in general orders of any such declaration, the forces to which the declaration applies shall be deemed to be on active service for the period mentioned in the declaration, so that the period mentioned in any one declaration do not exceed three months from the date thereof:

Now, therefore, I do hereby declare that by reason of the imminence of active service it is necessary for the public service that His Majesty's forces in this Colony be subject to the said Act for the period of three months from the date hereof as if they were on active service.

VOLUNTEERS CALLED OUT FOR ACTUAL MILITARY SERVICE.

Whereas by Section 13 of the Volunteer Ordinance, 1893, it is enacted that the Governor may in case of great national emergency or in case of actual or apprehended invasion of or attack on the Colony by Proclamation call out any Volunteer Corps for actual military service; and whereas it is also enacted by the aforesaid section that the period of such service shall continue so long as the Governor-in-Council shall consider necessary and shall end only by order of the Governor:

Now, therefore, I, with the advice of the Executive Council to the effect that such calling out is necessary and should be continued for the present, do by this Proclamation call out the Hongkong Volunteer Corps for actual military service until my further order.

A Magistrate or Justice of the Peace will be in attendance at the Supreme Court and at the Magistracy to enrol members of the Hongkong Volunteer Reserves as members of the Hongkong Volunteer Corps, and to enrol additional members for that corps.

ATTACK ON THE COLONY UNLIKELY.

Whereas a state of war exists between His Majesty the King and Germany, and His Majesty the King has issued to inform the inhabitants of Hongkong that His Majesty's Navy will guard the Colony from an attack by the enemy in force, and that the present strength of the defences and garrison of the fortress make unlikely a raid by predatory cruisers.

All necessary measures to defeat such a raid are, however, being taken, and the Government trust that the confidence of the people will be shown by their proceeding with their ordinary business as in time of peace.

In the event of hostile vessels being sighted, three guns will be fired from the *Tamar*, and the red British ensign will be hoisted on that vessel and at the mast-head of the flagstaff on the Peak, and will be kept hoisted as long as the enemy is in sight.

While this signal remains hoisted the public should avoid collecting in thoroughfares and any other action likely to cause excitement or confusion.

On the retirement of the enemy the Colonial flag will be hoisted.

EXPORT OF MILITARY STORES PROHIBITED.

A further proclamation prohibits either to be exported from the Colony of Hongkong or to be carried coastwise for a period of six months from and including the 5th day of August, 1914, arms, ammunition and gunpowder, military and naval stores and any articles which the Governor may judge capable of being converted into or made useful in increasing the quantity of military or naval stores, provisions or any sort of victual which may be used as food by man or any other of such arms, ammunition, gunpowder stores, goods or articles respectively subject to any permission which may be obtained under the provisions of Section 3 of the Military Stores Ordinance, 1862.

A list of such articles is published in the proclamation.

BOARD TO ASSESS PRICE OF ARTICLES COMMANDEERED.

A Board has been appointed to determine the amount of any remuneration or compensation payable under the Order in Council 1896 (the text of which will be found on page 5.) The Board consists of Messrs. F. A. Hazeland, Puisne Judge; E. R. Hallifax, Secretary for Chinese Affairs; C. H. Wakeman, Land Officer; H. E. Pollock, K.C. (senior European unofficial member of the Legislative Council); and Wei Yuk (senior Chinese unofficial member of the Legislative Council).

THE ENEMY'S MERCHANT SHIPS.

ORDER IN COUNCIL FOR THE GRANTING OF "DAYS OF GRACE."

His Majesty being compelled to declare war against Germany, and being mindful of the recognition accorded to the practice of granting "days of grace" to enemy merchant ships by the Convention relative to the Status of Enemy Merchant Ships at the Hague on the 18th October, 1907, and being desirous of lessening, so far as may be practicable, the injury caused by war to peaceful and unsuspecting commerce, is pleased, by and with the advice of His Privy Council, to order, and it is hereby ordered, as follows:—

1.—From and after the publication of this Order no enemy merchant ship shall be allowed to depart, except in accordance with the provisions of this Order, from any British port or from any ports in any Native State in India, or in any of His Majesty's Protectorates, or in any State under His Majesty's protection or in Cyprus.

2.—In the event of one of His Majesty's Principal Secretaries of State being satisfied by information reaching him not later than midnight on Friday, the 7th day of August, 1914, that the treatment accorded to British merchant ships and their cargoes which at the date of the outbreak of hostilities were in the ports of the enemy or which subsequently entered them is not less favourable than the treatment accorded to enemy merchant ships by Articles 3 to 7 of this Order, he shall notify the Lords Commissioners of His Majesty's Treasury and the Lords Commissioners of the Admiralty accordingly, and public notice thereof shall forthwith be given in the *London Gazette*, and Articles 3 to 5 of this Order shall thereupon come into full force and effect.

3.—Subject to the provisions of this Order, enemy merchant ships which—
(i) At the date of the outbreak of hostilities were in any port in which this Order applies; or
(ii) Cleared from their last port before the declaration of war, and, after the outbreak of hostilities, enter a port to which this Order applies with no knowledge of the war:

shall be allowed up till midnight (Greenwich Mean Time), on Friday, the 14th day of August, 1914, for loading or unloading their cargoes and for departing from such ports; provided that such vessels shall not be allowed to ship any contraband of war, and any contraband of war already shipped on such vessels must be discharged.

4.—Enemy merchant ships which cleared from their last port before the declaration of war, and which with no knowledge of the war arrive at a port to which this Order applies after the expiry of the time allowed by Article 3 for loading or unloading cargo and for departing, and are permitted to enter, may be required to depart either immediately, or within such time as may be considered necessary by the Customs Officer of the port for the unloading of such cargo as may be required or specially permitted to discharge.

Provided that such vessels may, as a condition of being allowed to discharge cargo, be required to proceed to any other specified British port, and shall there be allowed such time for discharge as the Customs Officer of the port may consider to be necessary; or they may be required to proceed, if necessary under escort, to any other of the ports specified in Article 1 of this Order, and shall there discharge the contraband under the like conditions.

5.—His Majesty reserves the right recognised by the said Convention to requisition at any time subject to payment of compensation enemy cargo on board any vessel to which Articles 3 and 4 of this Order apply.

6.—The privileges accorded by Articles 3 and 4 are not to extend to cable ships, or to sea-going ships designed to carry oil fuel, or to ships whose tonnage exceeds 5,000 tons gross, or whose speed is 14 knots or over, regarding which the entries in Lloyd's Register shall be conclusive for the purposes of this Article. Such vessels will remain liable on adjudication by the Prize Court to detention during the period of the war, or to requisition, in accordance, in either case, with the Convention aforesaid.

7.—The said Convention also reserves the right to convert ships by their build that they are intended for conversion into warships, as such vessels are outside the scope of the said Convention, and are liable on adjudication by the Prize Court to condemnation as prize.

8.—Enemy merchant ships allowed to depart under Articles 3 and 4 will be provided with a pass indicating the port to which they are to proceed, and the route they are to follow.

9.—If no information reaches one of His Majesty's Principal Secretaries of State by the day and hour aforesaid to the effect that the treatment accorded to British merchant ships and their cargoes which were in the ports of the enemy at the date of the outbreak of hostilities, or which subsequently entered them, is, in his opinion, not less favourable than that accorded to enemy merchant ships by Articles 3 to 8 of this Order, every enemy merchant ship which, on the outbreak of hostilities, was in any port to which this Order applies, and also every enemy merchant ship which cleared from its last port before the declaration of war, but last port before the declaration of war, enters a port to which this Order applies, shall, together with the cargo on board thereof, be liable to capture, and shall be brought before the Prize Court forthwith for adjudication.

10.—In the event of information reaching one of His Majesty's Principal Secretaries of State that British merchant ships which cleared from their last port before the declaration of war, but are met with by the enemy at sea after the outbreak of hostilities, are allowed to continue their voyage without interference with either the ship or the cargo, or after capture are released with or without proceedings for adjudication in the Prize Court, or are to be detained during the war or requisitioned in lieu of condemnation as prize, he shall notify the

Lords Commissioners of the Admiralty accordingly, and shall publish a notification thereof in the *London Gazette*, and in that event, but not otherwise, enemy merchant ships which cleared from their last port before the outbreak of hostilities and are captured before the Prize Courts for adjudication, shall be released or detained, or requisitioned in such cases and upon such terms as may be directed in the said notification in the *London Gazette*.

11.—Neutral cargo, other than contraband of war, on board an enemy merchant ship which is not allowed to depart from a port to which this Order applies, shall be released.

12.—In accordance with the provisions of Chapter III. of the Convention relative to the Rights of Capture in Maritime War, signed at The Hague on the 18th October, 1907, an undertaking must, whether the merchant ship is allowed to depart or not, be given in writing by each of the officers and members of the crew of such vessel, who is of enemy nationality, that he will not, after the conclusion of the voyage for which the pass is issued, engage while hostilities last in any service connected with the operation of the war. If any such officer is of neutral nationality, an undertaking must be given in writing that he will not serve, after the conclusion of the voyage for which the pass is issued, on any enemy ship while hostilities last. No undertaking is to be required from members of the crew who are of neutral nationality.

Officers or members of the crew declining to give the undertaking required by this Article will be detained as prisoners of war.

And the Lords Commissioners of His Majesty's Treasury, the Lords Commissioners of the Admiralty, and each of His Majesty's Principal Secretaries of State, and all Governors, Officers, and Authorities whom it may concern are to give the necessary directions herein as to them may respectively appertain.

Note.—The standard local time corresponding with the Greenwich Mean Time mentioned in Article 3 of the above Order in Council is 8 a.m. on Saturday, the 15th day of August, 1914.

OFFICIAL APPOINTMENTS.

It is notified in a *Government Gazette* (Extraordinary) issued yesterday that His Excellency the Governor has been pleased to appoint C. A. D. Melbourne, Esq., Barrister-at-Law, to be a Judge of the Full Court for the purpose of the proceedings now pending in Original Jurisdiction Action No. 101 of 1913, between Francisco Pereira Marques, appellant, and The Great Western Smelting and Refining Company, respondents.

His Excellency the Governor has been pleased to appoint Commander Beckwith, R.N., Harbour Master, to be Detention Officer.

CORRESPONDENCE.

THE RISE IN PRICES.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

Hongkong, 5th August, 1914.
DEAR SIR,—Several of our friends have informed us that it is rumoured that Lane, Crawford & Co. have taken advantage of the war scare to raise their prices 30, 40 and even 50 per cent. Will you allow us through the medium of your paper to most emphatically deny these statements, which are evidently circulated with a desire to injure our reputation for fair and honest dealing.

All that we have done is to raise our prices 9 to 10 per cent. and this solely on account of the serious drop in exchange, which on the 2nd July was 1/10³ and to-day is 1/8 3/16, at which latter rate a large number of our commitments were retired.—Yours faithfully,

LANE, CRAWFORD & CO.

The Nestle and Anglo-Swiss Condensed Milk Company advise that the following Stores have agreed not to sell "Milkmaid" Sweetened Condensed Milk (Blue Label) at more than 30 cents per tin:—

Messrs. Lane, Crawford & Co.
" French Store.
" Ruttenberg & Son.
" Sincere Company.
" Tak Cheong.
" Kwong Cheung.
" Lai Tak Cheong.
" Chan Yuen.
" Bo Sang Wo.
" Kwong Pook Kee.
" Kwong Pook Cheong.
" Wo Fat.
" Tai Cheong.
" Wai Loong.
" Kwong Hip Shing.
" Ah Young & Co.
" Kwan Tai.
" Tai Shing.
" Cheong Tai.
" Sang Tai.
" Nam Hing Loong.

REDEMPTION OF CANTON NOTES.

The following statement showing the results as telegraphed to the Ministry of Finance by the Canton authorities appears in the *Peking Daily News*:—

Date.	Amount of old notes redeemed.	Amount of new notes issued.	Amount of new notes presented for Cash.
1st	200,000	150,000	915,000
2nd	280,000	120,000	80,000
3rd	340,000	150,000	69,000
4th	350,000	160,000	9,000
5th	350,000	160,000	160,000
6th	500,000	220,000	40,000
7th	650,000	220,000	30,000
8th	800,000	500,000	240,000
9th	1,100,000	500,000	60,000
10th	1,100,000	500,000	130,000
11th	2,040,000	900,000	220,000
12th	1,400,000	600,000	210,000
13th	2,030,000	930,000	427,000
14th	1,750,000	799,000	275,000
15th	1,233,000	588,000	255,000
16th	780,000	355,000	68,000
17th	1,111,000	500,000	156,000
Total	16,350,000	7,512,000	2,363,000

Note.—Figures below 1,000 omitted.

INTIMATIONS

RASH ON BABY'S FACE AND HEAD

When Seven Months Old. Had Hands In Gloves Day and Night. Worse at Night. Used Cuticura Soap and Ointment. No Sign of Eczema.

9, Nelson Terrace, City Rd., London, N.E.
Eggs.—"My baby, while cutting her teeth, came out in a rash on her face and head. The irritation caused her to rub it and it made it break out in running sores. Though only a baby seven months old, and having her hands in gloves day and night, she would rub it until she was a sight with blood. At night she screamed worse for she would lie and mean as though in pain all through the night."

"They said my baby had eczema and gave me some ointment but it got worse, completely covering her head and face. Nothing seemed to stop the irritation so she could get a little sleep. After trying all I could and getting no sleep for two months, finding it still getting worse and heading out on the body, I gave up all hope. Then I sent for a sample of Cuticura Soap and Ointment and the first application gave baby instant relief, for she went to sleep for a good two hours. We purchased more. My baby improved wonderfully and at the end of six weeks she did not have a sore on her. She has not a sign of eczema. (Signed) Mrs. G. Reynolds, Jan. 21, 1914.

Samples Free by Post
Although Cuticura Soap and Ointment are sold throughout the world, a sample of each with 32-p. Skin Book will be sent free upon request. Address post-card: F. Newbery & Sons, 27, Charterhouse Sq., London.

[92-95]

CHS. J. GAUPP & CO.,

WATCHMAKERS

AND

JEWELLERS.

SURVEYING AND NAUTICAL

INSTRUMENTS.

ZEISS PRISM BINOCULARS.

SUN GLASSES.

SILVER AND PRINCE'S PLATE.

Representatives—

MAPPIN & WEBB,

LTD.

LONDON.

ALEXANDRA BUILDINGS.

CHATER ROAD.

134

CALDBECK,

MACGREGOR & CO.

(ESTABLISHED 1864)

SOLE AGENTS FOR

B L WHISKIES.



FAMOUS FOR PURITY,
FLAVOUR AND CHEAPNESS.

[91]

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, special business matter THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

P.O. Box 35. Telephone No. 12.
Telegraphic Address: "Press."
Cables: A.B.C. 5th Ed., Lieber's.

NEW ADVERTISEMENTS

G. R.

GOVERNMENT BILLS, ETC.

TENDERS FOR SPECIE AND MEXICAN DOLLARS. Current in this Colony, for Telegraphic Transfer or in exchange for Sterling Bills drawn at 10 days or 3 months sight on the Lords Commissioners of His Majesty's Treasury, London, up to and for the sum of £50,000, will be received by the TREASURY CHEST OFFICER, ARMY PAY DEPARTMENT, until 11 A.M. TO-DAY (THURSDAY), the 6th August 1914.

The Tenders to state the total amount (in Pounds Sterling) and whether for Telegraphic Transfer or for Bills at 10 days or 3 months sight, and in the case of Bills the amount for which each Bill should be drawn. No Telegraphic Transfer will be made or Bill issued for less than £100.

The Tenders to be in duplicate, and in sealed covers, addressed to the TREASURY CHEST OFFICER, ARMY PAY DEPARTMENT, and endorsed "TENDERS FOR GOVERNMENT BILLS," etc.

The right to accept or reject any or all of the Tenders is reserved.

Copies of Forms of Tender can be had on application.

Persons Tendering for (Bills) are hereby notified that having regard to the provisions of the Acts 23 George III. Cap. 45 and 41 George III. Cap. 62 the acceptance of any such Tender is subject to the express condition that no Member of the British House of Commons shall be admitted to any share or part in or to any benefit to arise from the Contract thereby made for the allotment of such (Bills).

The provisions in question do not apply to Contracts entered into by an Incorporated Trading Company in its corporate capacity and made for the general benefit of the Company.

J. O'HARA, Colonel, A.P.D.,
Treasury Chest Officer.
His Majesty's Treasury Office,
Hongkong, 5th August, 1914. [1013]

NOTICE TO CONSIGNEES.

P.M. S.S. "CHINA."

FROM SAN FRANCISCO JAPAN PORTS AND MANILA.

THE above-mentioned Vessel having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for counter-signature and take immediate delivery of Cargo from alongside. Cargo impeding discharge will be landed immediately at Consignee's risk and expense.

Cargo remaining on board THURSDAY, 6th Aug. at Noon will be subject to landing charges, and if not landed MONDAY, 10th Aug. at Noon, will be subject to both landing and storage charges.

No Fire Insurance whatever will be effected. All chafed and otherwise damaged Cargo will be examined at the above Company's Godown at 10 A.M. on 10th Aug. at 10 A.M.

No Claims will be entertained unless accompanied by short delivery note or list of exceptions taken at the time of delivery to Consignees and signed for and on behalf of the Pacific Mail S.S. Co.

All Claims must be filed on or before 3rd Sept. otherwise they will not be recognized.

R. C. MORTON, Agent.

Hongkong, 3rd August, 1914. [132]

NOTICE TO CONSIGNEES.

FROM KOBE AND MOJI.

THE Steamship

"DILWARA,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at Consignee's risk and expense into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the undersigned.

DAVID SASSOON & Co., Ltd., Agents.

Hongkong, 5th August, 1914. [63]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"SARDINIA,"

Arrived Hongkong on 5th Aug. 1914, FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared within 8 days including date of arrival will be subject to rent. No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. GODDARD and DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, 5th August, 1914. [1]

NEW ADVERTISEMENT

THE HONGKONG HOTEL COMPANY, LIMITED.

SEVEN HUNDRED AND FIFTY THOUSAND DOLLARS 86 PER CENTUM DEBENTURE LOAN.

THE MEETING of DEBENTURE HOLDERS called for the 13th inst., has been POSTPONED until further notice.

By Order of the Directors,
J. H. JAGGAERT,
Hongkong, 6th August, 1914. [1019]

INTIMATIONS

HONGKONG, CANTON AND MACAC STEAMBOAT CO., LTD.

NOTICE TO SHAREHOLDERS.

AN INTERIM DIVIDEND OF FIFTY CENTS per Share for the Six Months ending 30th June, 1914, will be PAYABLE on FRIDAY, the 14th August, 1914, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from TUESDAY, the 4th August, to FRIDAY, the 14th August (both days inclusive) during which period no Transfer of Shares can be Registered.

By Order of the Board of Directors,
JOHN AENOLD,
Acting Secretary.
Hongkong, 26th July, 1914. [986]

NOTICE.

THE "MILKMAID" COMPANY beg to announce that they have not advanced the Prices of any of their Products. The same quantities are available this month as last month.

Hongkong, 5th August, 1914. [1014]

STOCKBROKERS' ASSOCIATION OF HONGKONG.

THE above Association will be CLOSED until further Notice from SATURDAY, 1st August, 1914.

By Order,
E. M. RAYMOND,
Secretary.
Hongkong, 3rd August, 1914. [1010]

WANTED.

A FURNISHED HOUSE, from 1st November, for six months or one year. Four Bedrooms, Dining and Drawing room. Garden.

Kennedy, Bowen, or Robinson Road level preferred.
Reply—
Care of "Daily Press" Office
Hongkong, 23rd July, 1914. 966

NOTICE.

MR. H. CRUZ, having arrived from Europe, has this Day Resumed Charge of the Management of our Firm.

H. CRUZ & Co.
Hongkong, 31st July, 1914. [996]

WEIHAIWEI SCHOOL.

AN ENGLISH SCHOOL in British Territory favoured with a "magnificent climate." Preparation by experienced and qualified teachers for entrance to schools in England, or for commercial life in the East. School-houses by the sea. Recreations—Sea bathing, boating, cricket, football, etc.

For terms, apply to the Headmaster,
HERBERT L. BEER, L.O.P.
[1443]

HONGKONG SHORTHAND AND TYPEWRITING BUREAU.

WE are prepared to conclude Contracts for Perpetual Work. We Guarantee our Qualifications, but ask our Price, which is standard and reasonable. Ring us up and come to an arrangement before the chance is lost.

H. E. VICTOR,
Manager,
6, Des Voeux Road Central (First Floor).

Telephone No. 650.
Hongkong, 15th May, 1914. 1710

TO THE MEDICAL PROFESSION.

MISS MORITA, CERTIFICATED MASSEUSE (with diploma in Physiology and Anatomy), will be pleased to give Massage, under medical supervision.

Address—
15, 16 and 17, Connaught Road.
Telephone No. 400.
Hongkong, 30th July, 1914. [992]

NEW CARTRIDGES.

BY popular English Manufacturers. In all Bore and Sizes.

SMOKELESS POWDER and CHILLED SHOT. From No. 10 to SSGG at \$6, \$7 and \$7.50 per 100. SPORTING REQUISITES and AIR GUNS in Variety.

Inspection Invited

WM. SCHMIDT & Co.

Hongkong 16th April 1914. [559]

SINGON & CO.

ESTABLISHED A.D. 1880

IRON, Steel, Metal and Hardware Merchants, Wholesale and Retail Ironmongers, Pig Iron and Foundry Coke Importers, General Storekeepers and Shipchandlers, Nos. 35 and 37, HING LOONG STREET (2nd St. West of Central Market).

Telephone No. 515. [45]

INTIMATIONS

LANE, CRAWFORD & Co.

FURNISHING DEPARTMENT.

(TELEPHONE 97).

NOW SHOWING

NEW DESIGNS

IN

BABY CARRIAGES

HIGH-CLASS COACH FINISH

EFFECTIVE COLOURS. MODERATE PRICES. INSPECTION INVITED.

LANE, CRAWFORD & CO. [39]

TO LET

TO LET.

IN ALEXANDRA BUILDINGS, VERY CONVENIENT OFFICES AND ROOMS.
Apply—
A. S. WATSON & Co., Ltd.
Hongkong, 9th July, 1914. [923]

TO LET.

IN CANTON ON SHAMEN LOT 55. The premises now in the occupation of the Bank of Taiwan, Ltd.
Apply to—
DAVID SASSOON & Co., Ltd.
Hongkong, 5th August, 1914. [1017]

TO LET.

FLATS "WILD DELL," No. 147, Wanchoi Road, newly built, each Flat with 3 Rooms, Kitchen, Bathroom and Servants' Quarters.
"THE NEUK," No. 83, Peak.
Apply to—
SANG KEE
Care of COMPTON'S DEPARTMENT, HONGKONG AND SHANGHAI BANKING CORPORATION.
Hongkong, 9th July, 1914. [924]

TO LET.

3 ROOMS, suitable for Offices, on the Ground Floor of Bello Buildings, 31, Wyndham Street.
Apply to—
P. A. XAVIER,
Care of Hongkong Printing Press.
Hongkong, 11th July, 1914. [930]

TO LET—FURNISHED.

BURINGTON, No. 128, PEAK, from 1st September till 15th October.
Apply to—
H. E. POLLOCK,
5, Queen's Road Central
Hongkong, 1st August, 1914. [1008]

TO LET.

TOP FLAT, Humphrey's Buildings, Kowloon. Immediate occupation if desired.

Apply to—
HUMPHREYS ESTATE & FINANCE Co., Ltd.,
Alexandra Buildings.
Hongkong, 1st August, 1914. [695]

OFFERED.

FIVE ROOMS, furnished or unfurnished, comprising: 1. Large and 2. Smaller Bedrooms, 3. Bathrooms, Drawing and Dining Room, Large Verandah, Kitchen, Electric Light.

If three rooms only should be required it can be arranged.
Apply—
"GOOD LOCALITY,"
Care of "Daily Press" Office.
Hongkong, 3rd August, 1914. [1011]

TO LET

TO LET.

QUEEN'S BUILDING.
TO LET, the South-West portion of the FIRST FLOOR, including Treasury on Ground Floor, lately in occupation of the German Bank.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.
Hongkong, 17th June, 1914. [838]

TO LET.

OFFICES in Hotel Mansions. From 1st September next.
Apply to—
HENRY HUMPHREYS,
Alexandra Buildings.
Hongkong, 8th July, 1914. [915]

TO LET.

HOUSE, No. 5, Conduit Road. Fine View of Harbour. Newly painted and repaired. For further particulars, apply to—
H. M. H. NEMAZEE.
Hongkong, 24th July, 1914. [968]

GRACA & CO.

FRANCOIS ST (Hongkong Hotel Building). Dealers in POSTAGE STAMPS, PICTORIAL POST CARDS, SEEDS, BOOKS, TOYS, &c.

JUST RECEIVED: POSTAGE STAMP CATALOGUES FOR 1914.
Hongkong 1st July, 1914. [888]

BANKS

HONGKONG AND SHANGHAI BANKING CORPORATION.

Paid-up Capital ... \$15,000,000
Reserve Funds—
Sterling ... \$1,500,000
Silver ... \$17,500,000

Reserve Liability of Proprietors \$15,000,000

COURT OF DIRECTORS.

Hon. Mr. D. LANDALE—Chairman.

W. L. FATTENDEN, Esq.—Deputy Chairman.

S. H. Dodwell, Esq. F. Lieb, Esq.

G. T. M. Edkins, Esq. J. A. Plummer, Esq.

C. E. Gubbay, Esq. Hon. Mr. E. Shellim.

F. H. Holyoak, Esq. H. A. Siba, Esq.

C. Landgraf, Esq. Ad. Widmann, Esq.

CHIEF MANAGER.

Hongkong—N. J. GRAY.

ASSISTANT MANAGERS.

Shanghai—J. D. SMAY.

LONDON BANKERS.

LONDON COUNTY AND WESTMINSTER BANK, LIMITED.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of Two per cent per annum on the Daily Balance.

On FIXED DEPOSITS:
For 6 months, 2½ per cent. per annum.
For 12 months, 3 per cent. per annum.
For 18 months, 4 per cent. per annum.

A. G. STEPHEN, Acting Chief Manager.
Hongkong, 14th May, 1914. [15]

BANKS

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

Paid-up Capital ... \$1,200,000
Reserve Fund ... \$1,800,000
Reserve Liability of Proprietors \$1,200,000

FOREIGN EXCHANGE and General Banking business transacted. CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

Wm. DICKSON, Manager.
Hongkong, 8th June, 1914. [7424]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed on the Minimum Monthly Balances at 3½ per cent per annum.

Depositors may transfer at their option balances of \$100 or more to the Hongkong and Shanghai Bank to be placed on FIXED DEPOSIT at 4 per cent per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
A. G. STEPHEN,
Acting Chief Manager.
Hongkong, 14th May, 1914. [16]

INTERNATIONAL BANKING CORPORATION.

HEAD OFFICE: 60, Wall Street, New York.
LONDON OFFICE: 55, Bishopsgate, E.C.

BRANCHES:—

Bombay. Calcutta. Canton. Cebu. Colon. Emporia. Hongkong. Hankow. Kobe. Manila. Mexico. Panama. Peking. San Francisco. Shanghai. Yokohama.

CAPITAL AND SURPLUS Gold \$7,500,000 equal \$1,450,000
EVERY DESCRIPTION OF BANKING BUSINESS transacted.
CURRENT ACCOUNTS opened on the usual terms.

DEPOSITS RECEIVED, fixed for one year at 4 per cent. per annum or for shorter periods, at rates which may be ascertained on application.

BILLS NEGOTIATED AND COLLECTED. MAIL AND TELEGRAPHIC REMITTANCES made.

LETTERS OF CREDIT and DRAFTS granted on all the principal cities in the world.

THE BANK'S CIRCULAR LETTERS OF CREDIT are available all over the world.

COMMERCIAL LETTERS OF CREDIT issued.

PURCHASE and SALE of Stocks and Shares effected.

TRAVELLERS' CHECKS sold and cashed.

GEORGE HOGG, Manager.
Queen's Road, Hongkong, 21st October, 1913. [808]

NEDELANDSCH-INDISCHE HANDELSBANK.

(NEDERLANDSE INDIA COMMERCIAL BANK.)

ESTABLISHED 1868.

Authorized Capital Fl. 80,000,000 (\$3,600,000).

Paid-up Capital Fl. 17,407,000 (\$1,450,532).

Reserve Fund Fl. 6,618,000 (\$548,188).

HEAD OFFICE: AMSTERDAM.

HEAD AGENCY: BATAVIA.

LONDON BANKERS:

THE WILLIAMS & WATSON BANK, SWISS BANKERS.

The Bank transacts every description of Banking and Exchange business, receives money on Current Account and on Fixed Deposit at rates which may be ascertained on application.

G. VERMEY, Manager,
No. 8, Des Voeux Road Central,
Hongkong, 3rd October, 1913. [21]

THE MERCANTILE BANK OF INDIA, LIMITED.

Authorized Capital ... \$1,500,000

Subscribed ... \$1,250,000

Paid-up ... \$625,000

Reserve Fund ... \$450,000

BANKERS:

BANK OF ENGLAND, and LONDON JOINT STOCK BANK, LIMITED.

Every description of Exchange business transacted.

INTEREST allowed on Current Account at 2 per cent. per annum on Daily Balance and on Fixed Deposits at rates which may be ascertained on application.

A. R. LINTON, Manager.

Hongkong, 10th July, 1914. [941]

THE BANK OF TAIWAN, LIMITED.

(INCORPORATED BY SPECIAL IMPERIAL CHARTER.)

Capital Subscribed ... Yen 10,000,000

Capital Paid-up ... 7,499,250

Reserve Funds ... 3,430,000

HEAD OFFICE: TAIPEI, FORMOSA.

BRANCHES AND AGENCIES:

Amoy. Kienkiang. Shanghai. Batavia. Kobe. Singapore. Bombay. London. Swatow. Calcutta. Manila. Taihwa. Canton. Moji. Taiwan. Chosen. Nagasaki. Takao. Foochow. Nanking. Tientsin. Hongkong. New York. Tokyo. Kagi. Osaka. Yokohama. Keelung. San Francisco, Etc.

HONGKONG OFFICE,
8, Des Voeux Road.
Interest allowed on Current Accounts.
Deposits received on terms which may be ascertained on application.

K. TSUDZURABARA, Manager.
Hongkong, 19th February, 1914. [548]

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"DELTA,"

Arrived Hongkong on 29th July, 1914, FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

This vessel brings on Cargo:—
From London, &c., ex s.s. "Malwa" and "Ferdia."

From Persian Gulf, ex s.s. B. I. S. N. and B. & P. S. N. Co.'s Steamers.



NAPIER JOHNSTONE'S

**"SQUARE BOTTLE"
WHISKY.**

UNVARIED FOR OVER
150 YEARS.

THE SAME TO-DAY AS IN
1745.

**BEWARE OF
IMITATIONS.**

SOLE AGENTS IN HONGKONG
LANE CRAWFORD & CO.
and from ALL WINE MERCHANTS.

**MARTIN'S
APIOL-STEEL
PILLS**

A French Remedy for all irregularities. Thousands of letters have been received from all parts of the world, attesting the efficacy of this medicine. It is a purely vegetable preparation, and does not contain any harmful or dangerous ingredients. It is a purely vegetable preparation, and does not contain any harmful or dangerous ingredients. It is a purely vegetable preparation, and does not contain any harmful or dangerous ingredients.

**MARTIN'S
APIOL-STEEL
PILLS**

**FOR
NERVOUS EXHAUSTION**

LOSS OF
MEMORY
AND
DEBILITY

feed the
NERVES

**CHAPOTEAU'S
PHOSPHO-GLYCERATE OF LIME**

It increases vital energy and nerve force, cures Neurasthenia, Dyspepsia, Insomnia, and nervous diseases in adults and children.

IN CAPSULES, IN WINE, AND IN SYRUP

A LING & CO.
19 QUEEN'S ROAD CENTRAL.

**FURNITURE AND PHOTO GOODS
STORE.**

Photographic Goods of Every Description
in Stock.

Developing, Printing and Enlarging.
Canton Marbles in Various Shades.

Telephone 1219.

Hongkong, 16th April, 1914.

ON SALE
AT THE
**HONGKONG DAILY PRESS
OFFICE.**

NEW AND UP-TO-DATE
PLANS OF THE SI-KIANG
OR
WEST RIVER.

PRICE ONE DOLLAR.

Giving all the Important Towns en route
from CANTON to WUCHOW

Hong Kong, 5th April, 1913.

VISITOR TO CANTON
Should Purchase.

"FROM HONGKONG TO CANTON
BY THE PEARL RIVER."

BY
CAPTAIN C. V. LLOYD.

With Illustrations, Maps and Plans.

PRICE \$1.75

On Sale at:—
Hongkong: "DAILY PRESS" Office.
Messrs. KELLY & WALSH, Ltd.
Messrs. BARNES & CO.
Canton: Messrs. A. S. WATSON & CO.

POWERS OF THE GOVERNMENT.

ORDER IN COUNCIL.

Following are provisions of the Order in Council of 1890 proclaimed by H.E. the Governor yesterday:—

1.—Every person who shall for the time being be within the limits of the Colony shall be subject to military law for the purposes of the Army Act, and the said Act shall, subject to the provisions of this Order, be deemed to apply to such person in the same manner as if such person had been a person accompanying His Majesty's troops or some portion thereof when employed in active service beyond the seas, and such person shall, for the purposes of the said Act, be deemed to be under the command of the Officer Commanding His Majesty's troops.

Provided that a person who is by virtue of this Order subject to military law shall, unless the Governor directs otherwise, be tried by a competent Civil Court, and not by Court Martial, for any offence for which he would be liable if he were not subject to military law.

Provided also that a person who is by virtue of this Order subject to military law may, if the Governor so directs, be tried for any offence punishable under the Army Act by a Civil Court—that is to say, by a Court of Summary Jurisdiction in a summary manner—if the offence is not punishable by death or penal servitude, and if the Court considers that it would be adequately punished by imprisonment for a term not exceeding six months, and in all other cases by the same Court and in the same manner as if the offence with which such person is charged were an offence against the civil law not triable by a Court of Summary Jurisdiction.

2.—Any declaration made by the Governor under Section 189 of the Army Act shall be deemed to apply to every military force raised in the Colony.

3.—The Governor may order any person to quit the Colony or any part of or place in the Colony to be specified in such order, and if any person shall refuse to obey any such order the Governor may cause him to be arrested and removed from the Colony or from such part thereof or place therein, and for that purpose to be placed on board of any ship or boat.

4.—The Governor may make any regulations or orders respecting any port or harbour in the Colony and the movement or location of ships and boats therein or in any waters of the Colony, and any provision of any law of the Colony which may be inconsistent with any regulation or order made by the Governor under this sub-clause shall be suspended and of no effect during the continuance of such regulation or order. Provided that no such regulation or order shall be put in force in such a manner as to be prejudicial to the action of His Majesty's naval or military forces.

5.—The Governor may require any person to do any work or render any personal service which the Governor may think necessary to order in aid of or in connection with the defence of the Colony.

6.—The Governor may require any person to supply any animals, vehicles, ships, boats, or other personal property belonging to or under the control of such person to the Government, if such property be required in aid of or in connection with the defence of the Colony, and, in default of the person supplying the same, may seize and take possession of and retain any such animals, vehicles, boats, or other personal property for such purposes.

7.—The Governor may take and retain, for such period as he may think necessary, possession for public purposes any land or building or other property, including gasworks and works for the supply of electric light, waterworks, wells, and springs of water, tanks and other receptacles of rain water, and may, if he think it necessary for the purposes of the defence of the Colony, cause any buildings to be pulled down and removed, and any property to be removed from one place to another or to be destroyed.

8.—The Governor may direct that all the resources of any railway in the Colony shall be placed at his disposal for any purpose which he considers necessary in connection with the defence of the Colony, and no liability whatever shall be incurred on account of any interference with the regular traffic which may thus be occasioned.

9.—The Governor may seize and take possession of any grain, article of food, coal or other fuel and mineral oils within the limits of the Colony, and may sell any grain, article of food, coal, fuel, and oils so seized and taken at such prices as may be determined by the Board hereinafter mentioned, and the moneys to be received for such sales shall be paid into the Treasury of the Colony.

10.—The Governor may, by proclamation, prescribe the maximum price for which any article of food may be sold by retail, and any person who after such proclamation, and until it shall have been revoked, shall sell any article of food at a higher price than the price so prescribed shall be deemed guilty of an offence against this Order, and shall, on conviction thereof, be liable to a fine not exceeding \$500, or to imprisonment for a term not exceeding three months.

11.—The Governor may take any steps he may consider necessary in the interests of the defence of the Colony for controlling the trade in beer, wine, or spirits.

12.—The Governor shall, out of the public funds of the Colony, pay to every person who shall be required to do any personal service by virtue of this Order such remuneration, and to every person whose property shall be taken, including any grain, article of food, coal, or other fuel taken by virtue of sub-clause 9 of this clause, or temporarily taken possession of or removed or destroyed by virtue of this Order, such compensation as shall be agreed on between the Governor and such person, and in default of agreement, such remuneration or compensation as shall be awarded by the Board hereinafter mentioned, whose award shall be final.

13.—For the purpose of determining the amount of any remuneration or compensation payable under this Order and the prices at which any grain, article of food, coal or other fuel taken under sub-clause 9 of this

WM. POWELL, LTD.

TELEPHONE 346.

INEXPENSIVE

THIN CRYSTAL GLASSWARE.

—LACE ETCHED—
"WESTMINSTER"



SINGLE PIECES SOLD
TABLE GLASSWARE IN VARIOUS DESIGNS.
CUT GLASS.
SWEET AND FRUIT DISHES.

clause may be sold to the inhabitants, the Governor shall appoint a Board consisting of five persons, of whom one shall be a Judge or Stipendiary Magistrate, two shall be officers either in the Civil Government of the Colony or in His Majesty's naval or military service, and the other two shall be inhabitants of the Colony. All questions referred to the said Board shall, in case of a difference of opinion, be decided by the votes of the majority of the members. The Judge or Stipendiary Magistrate shall be the Chairman of the Board.

14.—The said Board, in fixing the price to be paid for articles taken under sub-clause 9 of this clause, shall not make any addition on account of the purchase being compulsory, and they shall fix the prices at which such articles shall be sold at such rates as will, except under special circumstances, recoup to the Government the cost of purchasing the same and other expense incidental thereto.

15.—Any person authorised by the Governor in writing in that behalf may enter upon and into any land, house, or other building in the Colony, and examine and inspect such land or building and every or any part thereof, and, in case of opposition or obstruction, may use force to effect such entry, examination, and inspection, and shall not be liable for any damage directly or indirectly occasioned by such forcible entry.

16.—Every person who refuses or neglects to obey or comply with any order or requisition made under this Order, or does anything whereby the execution of any such order or requisition is prevented or hindered, or with intent to prevent or hinder the execution of any such order or requisition shall be guilty of an offence against this Order, and shall, on summary conviction thereof, be liable to a fine not less than 20 dollars and not more than 100 dollars, or to imprisonment for a term not exceeding one month.

17.—If any person shall, by obeying any order or requisition made under this Order, be prevented from fulfilling any contract, such person shall not be deemed to have thereby committed a breach of contract, but such contract shall be deemed to be suspended by such order or requisition so far as its fulfilment is thereby rendered impossible.

18.—The Governor may, by Proclamation postpone for such period as he may think necessary or just and expedient the time at which any rent or other moneys shall become due and payable, and particularly may so extend the period of maturity of bills or other negotiable instruments payable in the Colony, and may suspend for such time as he may think right the execution of the judgment of any Court of Civil Jurisdiction and the enforcement of any process of eviction or other process for the recovery of the possession of property in default of payment of rent if he shall consider that, owing to circumstances arising out of the state of war or the immediate execution of such judgments or enforcement of such process would be inequitable or inexpedient.

19.—Sub-clauses 1, 3, 4, 5, 6, 7, 9, and 15 of Clause III of this Order shall not apply to any person in His Majesty's naval or military service, or to any of His Majesty's ships, or to any property belonging to the Lords Commissioners of the Admiralty or to the Secretary of State for War.

ANGLO-GERMAN TRADE.

An examination into "The Economic Relations of the British and German Empires," made by Mr. Edgar Crammond, was read in his absence recently at the Royal Statistical Society, London, over which Professor F. Y. Edgeworth presided. The writer dealt in detail with the development of both countries, and incidentally expressed the opinion that in fifteen years Germany should be in a position to expend upon armaments at least £100,000,000 per annum, without placing upon her people a relatively heavier burden than they were called upon to bear to-day. The outlook of British capital was of vital importance to the world in general, and to Germany in particular. If England should cease to invest capital abroad Germany's exports throughout the world would fall off enormously, and she would have to invest abroad capital urgently required for the development of home industries. At the present time it might be affirmed that their true economic interests were reciprocal rather than antagonistic. But if

one looked, say, thirty-five years ahead the prospect was not quite so assured. Germany's population would then number about 100,000,000, while ours would be in the near neighbourhood of 55,000,000. If Great Britain found that, in order to re-establish an equilibrium, it was necessary to resort to a tariff for revenue purposes, it was difficult to avoid the conclusion that some friction might arise with Germany. Moreover, it was likely that the competition between Great Britain, the United States, and Germany for the food supplies and raw materials of the world would become acute, unless fresh areas of supply were opened up in the meantime, and it was in this direction that co-operation between British capital and enterprise and German industry would appear to offer a most fruitful field. Proposing a vote of thanks, Lord Welby said he did not think that there was any good foundation for the belief that England was losing ground. He

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SHIPPING IN PORT.

STEAMERS.
AKI MARU, Japanese str., 4,000, 1. Noma, 30th July—Shanghai 28th July, General.—Nippon Yusen Kaisha.
ANRU, British str., 1,350, M. Eedy, 3rd August—Shanghai 31st July, General.—Butterfield & Swire.
BENDORAN, British str., 2,578, T. F. Calley, 3rd August—Mojji 27th July, Coal.—Gibb, Livingston & Co.
BESU VALLEY, British str., 2,955, Abernethy, 19th July—Haiphong 17th July, General.—Order.
BOHAW MARU, Japanese str., 4,625, S. Komatsubara, 2nd August—Singapore 27th July, General.—Nippon Yusen Kaisha.
CHINA, American str., 3,196, H. Thompson, 4th August—San Francisco 3rd July, General.—Pacific Mail S.S. Co.
CHINGCHOW, British str., 1,195, J. Doyle, 3rd August—Kwang Yen 31st July, Stone.—Shevan, Tomes & Co.
DAITEN MARU, Japanese str., 3,324, W. Nakagawa, 2nd August—Dairen 27th August, Coal.—Mitsui Bussan Kaisha.
DEIKE RICKMERS, German str., 2,800, A. Derbeck, 3rd August—Singapore 28th July, General.—Bornemann & Co.
DEWENT, British str., 1,530, Jenkins, 25th July—Haigon 31st July, Rice—Chinese.
FRICHING, Chinese str., 978, A. B. Baines, 1st August—Shanghai 27th July, General.—Chinese.
FUJIKI MARU, Japanese str., 3,087, Miyazaki, 4th August—Mojji 29th July, Coal.—Mitsui Bussan Kaisha.
HAKATA MARU, Japanese str., 3,750, Kawashima, 3rd August—Singapore 28th July, General.—Nippon Yusen Kaisha.
HALLIS, Norwegian str., 1,065, Jorgensen, 23rd July—Amoy 22nd July, General.—Java-China-Japan Lijn.
HANGSANG, British str., 1,350, S. Wilde, 4th August—Shanghai 31st July, Light.—Jardine, Matheson & Co.
HONGKONG, French str., 730, A. Marguerite, 1st August—Haiphong 31st July, Oil.—Standard Oil Co.
KIYO MARU, Japanese str., 6,757, Hashimoto, 18th July—Mojji 15th July, General.—Toyo Kisen Kaisha.
KLEIN, Norwegian str., 910, Holleson, 31st July—Bangkok 21st July, Rice—Chinese.
KWANGSI, British str., 1,302, G. J. Spink, 23rd July—Swatow 22nd July, Ballast.—Butterfield & Swire.
MAUSANG, British str., 1,644, Matthews, 3rd August—Hongay 30th July, Coal.—Jardine, Matheson & Co.
MINNESOTA, American str., 20,710, T. W. Carlick, 20th July—Seattle 27th July, General.—Nippon Yusen Kaisha.
NIPPO, Japanese str., 2,331, J. Sato, 2nd August—Mojji, Coal.—Mitsui Bussan Kaisha.
SOSHU MARU, Japanese str., 1,119, B. Hattori, 3rd August—Swatow 2nd August, General.—Osaka Shosen Kaisha.
SWANBY, British str., 2,507, W. E. Steele, 28th July—Manila, 25th July, Ballast.—Carmichael & Co.
TACOMA MARU, Japanese str., 3,830, T. Hamada, 20th July—Manila 27th July, Flour and General.—Osaka Shosen Kaisha.
TRUCE, British str., 5,805, Yarwood, 31st July—Manila 28th July, General.—Butterfield & Swire.
TANAWA MARU, Japanese str., 2,130, Y. Kato, 2nd August—Chefoo 28th July, Dean.—Osaka Shosen Kaisha.
TELEMACHUS, British str., 1,370, Fraser, 1st August—Saigon 27th July, Rice and General.—Order.
TITLWONG, Dutch str., 3,056, A. Oldenburger, 2nd August—Yokohama 17th July, General.—Java-China-Japan Lijn.
TIANHAI, Dutch str., 3,816, S. G. Outings, 31st July—Java 32nd July, Sugar.—Java-China-Japan Lijn.
TUPANAS, Dutch str., 2,000, de Lange, 29th July—Muntak 20th July, Sugar.—Java-China-Japan Lijn.
TROCAS, British str., 2,944, Pearson, 3rd August—Hankow 27th July, Bulk Oil.—Asiatic Petroleum Co.
UNKAI MARU, Japanese str., 2,950, Tanaka, 25th July—Mojji 20th July, Coal.—Mitsui Bussan Kaisha.
WIMBLEDON, British str., 2,634, Cantell, 30th July—Chingwantao 24th July, Coal.—Dodwell & Co.

Summer Excursions TO JAPAN

BY THE STEAMERS OF

**CANADIAN PACIFIC S.S. LINE.
PACIFIC MAIL S.S. CO.
TOYO KISEN KAISHA.**

GOING AND RETURNING WITHIN PERIOD 1st JUNE—31st OCT.

RATES FROM HONGKONG:

NAGASAKI \$120.00, KOBE \$135.00, YOKOHAMA \$150.00.

Tickets are interchangeable for return by any steamer of above-named Companies and include Rail between Japan Ports of call if desired. Passengers may go and/or return via MANILA without additional charge by steamers calling at that Port so indicated in schedule of sailings shown below. The Steamers operated by the Companies named are the largest fastest and most luxurious on the Coast.

JOINT SCHEDULE OF SAILINGS TO AND FROM JAPAN PORTS.

FROM JAPAN.				TO JAPAN.			
YOKOHAMA LEAVES	KOBE LEAVES	NAGASAKI LEAVES	HONGKONG ARRIVES	STEAMER	HONGKONG LEAVES	NAGASAKI ARRIVES	KOBE ARRIVES
20 July	21 July	22 July	19 Aug.	CHINA	12 Aug.	13 Aug.	14 Aug.
27 July	28 July	29 July	26 Aug.	YAMAGUCHI	19 Aug.	20 Aug.	21 Aug.
3 Aug.	4 Aug.	5 Aug.	3 Sept.	YAMAGUCHI	26 Aug.	27 Aug.	28 Aug.
10 Aug.	11 Aug.	12 Aug.	10 Sept.	YAMAGUCHI	3 Sept.	4 Sept.	5 Sept.
17 Aug.	18 Aug.	19 Aug.	17 Sept.	YAMAGUCHI	10 Sept.	11 Sept.	12 Sept.
24 Aug.	25 Aug.	26 Aug.	24 Sept.	YAMAGUCHI	17 Sept.	18 Sept.	19 Sept.
31 Aug.	1 Sept.	2 Sept.	1 Oct.	YAMAGUCHI	24 Sept.	25 Sept.	26 Sept.
7 Sept.	8 Sept.	9 Sept.	7 Oct.	YAMAGUCHI	1 Oct.	2 Oct.	3 Oct.
14 Sept.	15 Sept.	16 Sept.	14 Oct.	YAMAGUCHI	8 Oct.	9 Oct.	10 Oct.
21 Sept.	22 Sept.	23 Sept.	21 Oct.	YAMAGUCHI	15 Oct.	16 Oct.	17 Oct.
28 Sept.	29 Sept.	30 Sept.	28 Oct.	YAMAGUCHI	22 Oct.	23 Oct.	24 Oct.
5 Oct.	6 Oct.	7 Oct.	5 Nov.	YAMAGUCHI	29 Oct.	30 Oct.	31 Oct.
12 Oct.	13 Oct.	14 Oct.	12 Nov.	YAMAGUCHI	5 Nov.	6 Nov.	7 Nov.
19 Oct.	20 Oct.	21 Oct.	19 Nov.	YAMAGUCHI	12 Nov.	13 Nov.	14 Nov.
26 Oct.	27 Oct.	28 Oct.	26 Nov.	YAMAGUCHI	19 Nov.	20 Nov.	21 Nov.
31 Oct.	1 Nov.	2 Nov.	31 Dec.	YAMAGUCHI	26 Nov.	27 Nov.	28 Nov.

↑ Returning via Manila. Steamers proceeding via Manila do not call at Shanghai.

one looked, say, thirty-five years ahead the prospect was not quite so assured. Germany's population would then number about 100,000,000, while ours would be in the near neighbourhood of 55,000,000. If Great Britain found that, in order to re-establish an equilibrium, it was necessary to resort to a tariff for revenue purposes, it was difficult to avoid the conclusion that some friction might arise with Germany. Moreover, it was likely that the competition between Great Britain, the United States, and Germany for the food supplies and raw materials of the world would become acute, unless fresh areas of supply were opened up in the meantime, and it was in this direction that co-operation between British capital and enterprise and German industry would appear to offer a most fruitful field. Proposing a vote of thanks, Lord Welby said he did not think that there was any good foundation for the belief that England was losing ground. He

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Hongkong, 23rd July, 1914. [985]

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"DELTA."
Captain W. R. Le Mare, R.N., carrying His
Majesty's Mail, will be despatched for
this port for BOMBAY, on SATURDAY,
the 15th August, 1914, at NOON, taking
Passengers and Cargo for the above Ports, in
connection with the "Celtic" for
from Colombo, passengers' accommodation
in which vessel is secured before departure
from Hongkong.

Silk and Valuables and Tea and Cargo for
France and London (under arrangement)
will be transhipped at Colombo into the
Mail Steamer proceeding direct to
Marseilles and London. Other Cargo for
London, etc., will be conveyed by Bombay
and transhipped to the "ABAH" due
in London on the 26th Sept. 1914.

Parcels will be received at the Office
until 4 p.m. the day before sailing. The
contents and value of all packages are
required.

For further particulars, apply to
E. A. HEWETT,
Superintendent.
Hongkong, 3rd August, 1914. [1]

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VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "1," nearest Hongkong "2," midway between Hongkong and Kowloon "3," and those vessels berthed at the Kowloon Wharf "4," together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION.	VESSEL'S NAMES.	FLAG & REG.	EMERGENCY	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP VIA SINGAPORE, &c.	STELLA	Brit. str.	—	C. R. Longden, R.N.	P. & O. S. N. Co.	About 6th inst.
LONDON, HULL & ANTWERP	GLENLOCHY	Brit. str.	—	E. J. Steward	SHENWAN, TOMES & Co., Ltd.	About 10th inst.
LONDON VIA USUAL PORTS OF CALL	ORIENTAL	Brit. str.	—	A. L. Valentini	P. & O. S. N. Co.	On 15th inst., at Noon.
LONDON & ANTWERP	CARNARVONSHIRE	Brit. str.	—	Costa	JARDINE, MATHESON & Co., Ltd.	On 31st inst.
MARSHALLS VIA SAIGON, S'PORE, COLOMBO, PORT BLAIR	AMAZONS	Brit. str.	—	H. Fraser	NIPPON YUSEN KAISHA	On 11th inst.
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE &c	HIRANO MARU	Jap. str.	—	T. Hamada	NIPPON YUSEN KAISHA	On 12th inst., at 10 A.M.
VICTORIA, B.C., & TACOMA VIA KENILCOTT & JAPAN	TACOMA MARU	Jap. str.	—	Noma	OSAKA SHOSEN KAISHA	To-day, at 4 P.M.
VICTORIA, VANCOUVER, SEATTLE, TACOMA & F'LAND	DES OF AIRLIE	Brit. str.	—	J. Kanoo	JARDINE, MATHESON & Co., Ltd.	On 10th inst.
VICTORIA, B.C., & SEATTLE VIA KENILCOTT, SEATTLE &c	ARI MARU	Jap. str.	—	Noma	NIPPON YUSEN KAISHA	On 13th inst., at 4 P.M.
VICTORIA, B.C., & TACOMA VIA SHANGHAI &c	PANAMA MARU	Jap. str.	—	J. Kanoo	OSAKA SHOSEN KAISHA	On 19th inst., at 4 P.M.
NEW YORK	ST. EUGENE	Brit. str.	—	Noma	DODWELL & Co., Ltd.	About 25th inst.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	JAPAN	Brit. str.	2 m.	E. Bent	CANADIAN PACIFIC R. Co.	On 19th inst., at Noon.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	TESTO MARU	Jap. str.	—	H. Thompson	TOYO KAISEN KAISHA	On 23rd inst.
BAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	CHINA	Am. str.	—	A. Dixon	PACIFIC MAIL S.S. Co.	On 12th inst., at Noon.
AUSTRALIAN PORTS VIA MANILA	MANCHURIA	Brit. str.	—	E. Finlayson	PACIFIC MAIL S.S. Co.	On 23rd inst., at 10 A.M.
AUSTRALIAN PORTS VIA MANILA	EMPIRE	Brit. str.	—	K. Soyeda	BUTTERFIELD & SWIRE	On 14th inst.
AUSTRALIAN PORTS VIA MANILA	CHANGSHA	Brit. str.	1 m.	E. S. Jones	BUTTERFIELD & SWIRE	On 26th inst., at Noon.
AUSTRALIAN PORTS VIA MANILA	KUMAR MARU	Jap. str.	—	G. P. Seddon	JAYA-CHINA-JAPAN LINE	On 12th inst.
JAPAN	TIBOLAS	Brit. str.	—	G. Hooker	DAVID SASSON & Co., Ltd.	On 15th inst., at D'light.
KOBE & MOJI	JAPAN	Brit. str.	—	M. Yagi	JARDINE, MATHESON & Co., Ltd.	On 12th inst., at 11 A.M.
YOKOHAMA, KOBE & MOJI	NAMANG	Brit. str.	—	Sekine	NIPPON YUSEN KAISHA	On 26th inst., at 5 P.M.
KOBE & YOKOHAMA	KANUMA MARU	Jap. str.	—	Tozawa	NIPPON YUSEN KAISHA	On 9th inst., at D'light.
NAGASAKI, KOBE & YOKOHAMA	KANAGAWA MARU	Jap. str.	—	V. Liddell	JARDINE, MATHESON & Co., Ltd.	On 19th inst., at 10 A.M.
MOJI & KOBE	CHONGSHING	Brit. str.	—	J. T. Jeffery	BUTTERFIELD & SWIRE	About 7th inst.
TIENSIN	KUICHOW	Brit. str.	1 m.	G. W. Be'ly	BUTTERFIELD & SWIRE	To-day, at 4 P.M.
WEIHAIWEI & TIENSIN	SARDINIA	Brit. str.	1 m.	E. S. Jones	BUTTERFIELD & SWIRE	On 10th inst.
SHANGHAI, KOBE & YOKOHAMA	ANRUI	Brit. str.	—	W. Benson	OSAKA SHOSEN KAISHA	On 11th inst., at 4 P.M.
SHANGHAI & TSINGTAU	YINGCHOW	Brit. str.	—	L. Jones	OSAKA SHOSEN KAISHA	On 13th inst., at Noon.
SHANGHAI, KOBE & YOKOHAMA	CORDILLER	Brit. str.	1 m.	K. Kamachi	OSAKA SHOSEN KAISHA	On 13th inst.
SHANGHAI	LIANGCHOW	Brit. str.	—	J. Moethel	OSAKA SHOSEN KAISHA	On 13th inst., at 4 P.M.
SHANGHAI, KOBE & MOJI	YATHING	Brit. str.	—	Y. Yamamoto	OSAKA SHOSEN KAISHA	On 12th inst., at 2 P.M.
SHANGHAI, KOBE & YOKOHAMA	HANGKONG MARU	Jap. str.	—	K. Hattori	OSAKA SHOSEN KAISHA	To-day, at Noon.
SHANGHAI	LUCHOW	Brit. str.	1 m.	J. W. Brans	OSAKA SHOSEN KAISHA	On 9th inst., at Noon.
SHANGHAI	TIENAN	Brit. str.	—	A. H. Stewart	OSAKA SHOSEN KAISHA	On 9th inst., at Noon.
ANPING & TAIKOW & AMOY	SOHU MARU	Jap. str.	—	W. C. Passmore	OSAKA SHOSEN KAISHA	On 8th inst.
AMOY & FOCHOW	DAIJIN MARU	Jap. str.	—	A. E. Hodgins	OSAKA SHOSEN KAISHA	On 10th inst., at 2 P.M.
SWATOW	HAITAN	Brit. str.	2 h.	P. H. Rolfe	OSAKA SHOSEN KAISHA	On 25th Oct.
SWATOW, AMOY & FOCHOW	HAICHING	Brit. str.	2 h.	W. G. G. Leask	OSAKA SHOSEN KAISHA	On 25th Oct.
SWATOW, AMOY & FOCHOW	HAIYANG	Brit. str.	2 h.	W. G. G. Leask	OSAKA SHOSEN KAISHA	On 25th Oct.
MANILA	YUNSHANG	Brit. str.	—	W. G. G. Leask	OSAKA SHOSEN KAISHA	On 25th Oct.
MANILA, CEBU & ILOILO	TEAN	Brit. str.	—	W. G. G. Leask	OSAKA SHOSEN KAISHA	On 25th Oct.
MANILA	LOONGSANG	Brit. str.	—	W. G. G. Leask	OSAKA SHOSEN KAISHA	On 25th Oct.
MANILA, CEBU & ILOILO	TAMING	Brit. str.	—	W. G. G. Leask	OSAKA SHOSEN KAISHA	On 25th Oct.
BATAVIA, CHERIBON, SAMARANG, &c.	TIEMAH	Brit. str.	—	W. G. G. Leask	OSAKA SHOSEN KAISHA	On 25th Oct.
BOMBAY VIA SINGAPORE & COLOMBO	COLOMBO MARU	Jap. str.	—	W. G. G. Leask	OSAKA SHOSEN KAISHA	On 25th Oct.
SINGAPORE, PENANG & CALCUTTA	DILWARI	Jap. str.	—	W. G. G. Leask	OSAKA SHOSEN KAISHA	On 25th Oct.
SINGAPORE, PENANG, RANGOON & CALCUTTA	SARU MARU	Jap. str.	—	W. G. G. Leask	OSAKA SHOSEN KAISHA	On 25th Oct.
SINGAPORE, PENANG & CALCUTTA	LAIRANG	Jap. str.	—	W. G. G. Leask	OSAKA SHOSEN KAISHA	On 25th Oct.
SINGAPORE, MAURITIOS, & SOUTH AFRICAN PORTS	SALAMIS	Brit. str.	—	W. G. G. Leask	OSAKA SHOSEN KAISHA	On 25th Oct.

CANADIAN PACIFIC

ROYAL MAIL STEAMSHIP LINE

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE VIA CANADA AND THE UNITED STATES.

INTENDED SAILINGS FOR 1914.—SUBJECT TO CHANGE WITHOUT NOTICE.

NOTE.—The only fixed dates are departures from LIVERPOOL and HONGKONG. All other dates are approximate only.

TO VANCOUVER						TO L'POOL		FROM L'POOL		FROM VANCOUVER					
Steamers	Hong-kong	Shanghai	Naga-saki	Kobe	Yoko-hama	Van-cou-ver	Quebec	Liver-pool	Leave	Arrive	Steamers	Van-cou-ver	Yoko-hama	Kobe	Hong-kong
EMPERESS OF JAPAN	Wed. day	22 Aug.	24 Aug.	26 Aug.	28 Aug.	9 Sept.	17 Sept.	24 Sept.	10 July	17 July	EMPERESS OF JAPAN	23 July	6 Aug.	7 Aug.	9 Aug.
EMPERESS OF RUSSIA	Wed. day	2 Sept.	5 Sept.	8 Sept.	10 Sept.	19 Sept.	24 Sept.	1 Oct.	17 July	24 July	MONTEAGLE	29 July	14 Aug.	17 Aug.	19 Aug.
EMPERESS OF INDIA	Wed. day	19 Sept.	21 Sept.	23 Sept.	25 Sept.	7 Oct.	15 Oct.	22 Oct.	24 July	31 July	EMPERESS OF RUSSIA	6 Aug.	17 Aug.	18 Aug.	20 Aug.
EMPERESS OF ASIA	Wed. day	3 Oct.	4 Oct.	6 Oct.	8 Oct.	17 Oct.	22 Oct.	29 Oct.	7 Aug.	14 Aug.	EMPERESS OF INDIA	20 Aug.	3 Sept.	4 Sept.	6 Sept.
EMPERESS OF JAPAN	Wed. day	17 Oct.	19 Oct.	21 Oct.	23 Oct.	4 Nov.	12 Nov.	19 Nov.	21 Aug.	28 Aug.	EMPERESS OF ASIA	3 Sept.	14 Sept.	15 Sept.	17 Sept.

PASSAGE RATES—HONGKONG TO LONDON.

	VIA QUEBEC	VIA NEW YORK
EMPERESS OF RUSSIA	£71.10	£71.10
EMPERESS OF ASIA	£65 —	£65 —
EMPERESS OF INDIA	£65 —	£65 —
EMPERESS OF JAPAN	£43 —	£45 —
MONTEAGLE	£43 —	£45 —

Hour of Departure—All Steamers sail from Hongkong at Noon.
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SPECIAL FIRST CLASS RATES granted to Naval and Military Officers, Civil Servants, Missionaries, etc. Particulars will be furnished on application.
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THE "EMPERESS OF RUSSIA" AND "EMPERESS OF ASIA" registered tonnage 16,850, displacement 30,625 tons, are new quadruple screw turbine steamers, the finest, fastest and most luxurious on the Pacific. Their passenger accommodation includes Suites, Rooms with Bath, Single Berth Rooms, Library, Lounge, Gymnasium, Laundry, etc.

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HOTELS.—The service furnished by the Company's chain of Hotels is unsurpassed.

THE COMPANY'S STEAMERS are fitted with powerful Marconi Wireless Installation.

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Route from HONGKONG via SHANGHAI, NAGASAKI (through INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C.

For full particulars of Passage and Freight Rates, Pamphlets, etc., please Apply to—

D. W. CRADDOCK,
GENERAL TRAFFIC AGENT, CORNER Pedder Street and Praya

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SHIPPING

ARRIVALS

ALACRITY, British despatch-boat, A. Cochran, 5th August—Weihaiwei.
BRAMBLE, British gunboat, V. R. Brandon, 5th August—Shanghai.
CHEONGSHING, British str., 1,250, Liddle, 5th August—Tientsin 28th July, General—Jardine, Matheson & Co.
DAIEN MARU, Japanese str., 900, K. Murakami, 5th August—Svatoow 14th August, General—Osaka—Shosen Kaisha.
DILWARI, British str., 2,465, Ramage, 5th August—Moji, Coal—David Sassoon & Co.
DURLEUX, French cruiser, Barty, 5th August—Hankodate.
EMPIRE, British str., 4,500, E. T. Pilcher, R.N.R., 4th August—Melbourne 30th June, General—Gibb, Livingston & Co.
HAITAN, British str., 1,600, J. W. Evans, 5th August—Svatoow 4th August, General—Douglas Lapraik & Co.
HARIMA MARU, Japanese str., 5,050, J. Naritomi, 5th August—Moji 29th July, Coal—Order.
LAERTES, British str., 1,340, A. Jenkins, 5th August—Saigon 30th July, Rice—Chinese.
MINOTAU, British cruiser, Vice-Admiral T. H. M. Jerram, 5th August—Weihaiwei.
SARDINIA, British str., 3,960, Jeffery, 5th August—London, General—P. & O. S. N. Co.
SYRIA, British str., 4,216, C. R. Langdon, 5th August—Yokohama 21st July, General—P. & O. S. N. Co.
TAISHUN, Chinese str., 1,214, R. G. Parashore, 5th August—Chefoo 30th July, General—Chinese.
THISTLE, British gunboat, G. F. L. L. Page, 5th August—Weihaiwei.
WAKASA MARU, Japanese str., 3,293, N. Nielsen, 5th August—Singapore 30th July, General—Nippon Yusen Kaisha.

SHIPPING REPORTS.

The Chinese str. *Taihan* reports: Strong S.W. wind and sea throughout passage.
The British str. *Empire* reports: Light to moderate winds, smooth sea during whole of passage.

VESSELS EXPECTED

THE AMERICAN MAIL.

The P.M. str. *Manchuria* left Yokohama on the 29th July, for Hongkong via Manila. The United States mails have been transferred to the I.G.M. str. *Prinz Waldemar*, scheduled to arrive here on the 6th August.

THE AUSTRALIAN MAILS.

The A.O. Line str. *Changsha* left Port Darwin on the 27th July for Hongkong via Zamboanga and Manila, and may be expected to arrive here on or about the 8th August.

MERCHANT STEAMERS.

The Nanyo Yusen Kaimi str. *Riojun* Maru left Sourabaya on the 30th July, and is therefore expected to arrive here on the 8th August.

The Mogul Line str. *Lennox* sailed from Singapore on the 2nd August, and is therefore expected to arrive here on the 9th August.

The Ben Line str. *Benlomon* from Antwerp, Middlesbrough, and London left Singapore for this port on 4th August, and may be expected to arrive here on or about the 10th August.

The East Asiatic Co. str. *Siam* left Port Said on the 13th July, and may be expected here on or about the 13th August.

INDO-CHINA STEAM NAVIGATION CO., LTD.
Yaching, from Calcutta, is due in Hongkong 7th August.
Namsang, from Calcutta, is due in Hongkong 11th August.

SHIRE LINE, LIMITED.
Den of Airlie, from Singapore, is due in Hongkong 10th August.
Carpenter, from Vancouver, is due in Hongkong 20th August.

PASSED THE CANAL.

July 10th—*Sardinia*, London.
July 14th—*Aspides*, Benlomon, Glen-turret, Sachon, Satauma, Suevia, Wakasa Maru, Furst Bulow, Novara.
July 17th—*Meinam*, Princess Alice, Scandia, Vorwarts.
July 21st—*Brasilia*, Cordillere, Geelen, Indrani, Kashima Maru, Nippon, Orestes, Siam.
July 24th—*Perscus*, Phenix.
July 28th—*Benarty*, Canton, Glenroy, Machoon, Myrmidon, Nubia, Pelang, Svorobio, Silthania, Nellore.
July 28th—*Ville de la Ciotat*, Wurttemberg.
July 31st—*Miyasaki Maru*, Aenne Rickmers, Helgoland.
July 31st—*Devalion*, Keemun.

INDO-CHINA S. NAV. CO., LTD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
MANILA	"YUENSANG"	Saturday, 8th Aug. 2 P.M.
TIENSIN	"CHEONGSHING"	Sunday, 9th Aug. D'light.
SINGAPORE, PENANG & CALCUTTA	"LAISANG"	Monday, 10th Aug. 2 P.M.
SHANGHAI, KOBE and MOJI	"YATSHING"	Wednesday, 12th Aug. Noon.
YOKOHAMA, KOBE and MOJI	"NAMSANG"	Saturday, 15th Aug. D'light.
MANILA	"LOONGSANG"	Saturday, 15th Aug. 2 P.M.

RETURN TOURS TO JAPAN.

The Steamers "KOTRANG," "NAMRANG" and "LIRANG" leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the "KOOKSANG," "KUMRANG" and "LOVAT," leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning direct to Hongkong. Time occupied 8 days.
These vessels have all modern improvements and are fitted throughout with Electric Light.
A fully qualified surgeon is also carried.
Steamers have exquisite accommodation for First Class Passengers and are fitted throughout with Electric Light.
Taking Cargo on through Bills of Lading to Y'tse, Chooow, T'ain, Dainy, W'wei, T'san & N'chwang.
Telephone No. 215, Sub. Exch. 4.
Freight or Passage, apply to
JARDINE, MATHESON & Co., Ltd.,
Hongkong, 3rd August, 1914.

BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN

YOKOHAMA, KOBE, HONGKONG AND RANGOON.

Steamers are despatched Eastward and Westward at regular intervals taking Passengers and Cargo at Current Rates.

For Freight or Passage, apply to

JARDINE, MATHESON & Co. Ltd.,

Telephone No. 215.

Hongkong, 16th April, 1914.

THE ROYAL MAIL STEAM PACKET COMPANY.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO CHANGE WITHOUT NOTICE.

"SHIRE" LINE SERVICE—HOMEWARDS.

LONDON & ANTWERP ... "CARNARVONSHIRE" ... On 31st Aug.

TRANS-PACIFIC "SHIRE" AND "GLEN" JOINT SERVICE.

VICTORIA, VANCOUVER, SEATTLE, TACOMA & PORTLAND ... "DEN OF AIRLIE" ... On 10th Aug.
VICTORIA, VANCOUVER, SEATTLE, TACOMA & PORTLAND ... "MERIONETHSHIRE" ... On 8th Sept.
VICTORIA, VANCOUVER, SEATTLE, TACOMA & PORTLAND ... "CARDIGANSHIRE" ... On 30th Sept.

For Freight and Further Particulars, apply to
JARDINE, MATHESON & Co., Ltd.,
Agents.
Hongkong, 25th July, 1914.

PACIFIC MAIL S.S. CO.

OPERATING
MODERN HIGH POWERED TWIN SCREW EXPRESS STEAMERS
MONGOLIA 27000 tons MANCHURIA 27000 tons
KOREA 18000 tons SIBERIA 18000 tons
CHINA 10200 tons NILE 11000 tons
PERSIA 9000 tons

Between Hong Kong, Manila, Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco

"THE SUNSHINE BELT"—The Most Comfortable Route to America and Europe

CHINA (via Shanghai) Sailing WED. DAY, 12th Aug., at Noon.
MANCHURIA " " TUESDAY, 18th Aug., at 1 P.M.
NILE (via Manila) " " TUESDAY, 1st Sept., at Noon.
MONGOLIA " " TUESDAY, 15th Sept., at 1 P.M.

These steamers are famous for their modern equipment, comfort, and the superiority of the cuisine, which is under the personal supervision of Mr. V. Morton, the world-famous chef. Large staterooms, equipped with electric fans, and running water. Berths equipped with electric reading lamps. Numerous amusements—billiard, water swimming, etc.—and a full orchestra, etc.—all at a cost incurred throughout the trip.

The Safety and Comfort of Passengers is Our First Consideration

For further information, rates, literature, schedules, etc., apply to

R. C. MORTON, AGENT,
KING'S BUILDINGS.

TEL. No. 141.

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

Single Fare by Night Steamer	...	\$6.00
Return " (available also for return by day steamer)	...	10.00
Single Fare by Day Steamer	...	4.00
Return " (available also for return by night steamer)	...	8.00

The attention of the travelling public is drawn to the comfort afforded by the Company's vessels. Passengers arriving by Night steamers from Canton (due at Hongkong about 11 p.m.) are permitted to sleep on board till next morning without extra charge. Electric fans and electric light are available all night.

UNTIL FURTHER NOTICE CANTON NIGHT STEAMERS

WILL LEAVE DAILY AT 5 P.M.

HONGKONG-MACAO LINE.

S.S. SUI TAI, Tons 1,651. S.S. TAISHAN, Tons 2,006.

HONGKONG TO MACAO

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf.

Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 2 p.m.

EXCURSION TO MACAO.

SUNDAY, 9TH AUGUST, 1914.

The Company's New Steamship

"TAISHAN"

Will depart from the Company's Wing Lok Street Wharf at 9 a.m., and return from Macao at 5 p.m.

N.B.—The Company will also run a Steamer from Macao on Sunday at 7.30 a.m., and from Hongkong at 12.30 p.m., from the Company's Wing Lok Street Wharf.

FARES AS USUAL.

CANTON-MACAO LINE.

S.S. HOISANG.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m.

Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

S.S. SAINAM, 588 tons, and S.S. NANNING, 563 tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m.

Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct Steamers LINTAN and SANUL. These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric fan in each Cabin.

Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.

Further particulars may be obtained at the Office of the

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,

Hotel Mansions (First Floor), opposite the Blake Pier.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.

OUTWARD

For SHANGHAI, KOBE AND CORDILLERE On 10th August.

YOKOHAMA " " POLYNESIESE On 24th August.

HOMeward

AMAZONE " " On 11th August.

MADEIRAS " " PAUL LECAT On 25th August.

ALL STEAMERS FITTED WITH WIRELESS.

TRANSFERRING on the Co's Steamers at COLOMBO for CALCUTTA, BOMBAY and AUSTRALIA; at PORT SAID for the LEVANT, CONSTANTINOPLE and BLACK SEA.

Through Tickets to LONDON via PARIS by rail.

Circular Tickets to Europe via Suez and SIBERIAN ROUTE and vice-versa delivered here.

For further particulars apply to

P. THOMAS, AGENT,

QUEEN'S BUILDING.

NIPPON YUSEN KAISHA

THE JAPAN MAIL STEAMSHIP CO.

PROJECTED SAILINGS FROM HONGKONG

SUBJECT TO ALTERATION

DESTINATIONS	STEAMERS AND DISPLACEMENT	TONS	SAILING DATE
MARSEILLES, LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID	HIRANO MARU Capt. Fraser	16,000	WEDNESDAY, 12th Aug., at 10 A.M.
VICTORIA, B.C., and SEATTLE via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI and YOKOHAMA	KATORI MARU Capt. Mura	20,000	WEDNESDAY, 26th Aug., at 10 A.M.
SYDNEY and MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	AKI MARU Capt. Noma	12,500	THURSDAY, 13th Aug., at 4 P.M.
CALCUTTA via SINGAPORE, PENANG and RANGOON	SADO MARU Capt. K. Asakawa	12,500	TUESDAY, 25th Aug., at 4 P.M.
BOMBAY via SINGAPORE and COLOMBO	KUMANO MARU Capt. K. Soyada	9,300	WEDNESDAY, 26th Aug., at Noon.
SHANGHAI, KOBE and YOKOHAMA	TANGO MARU Capt. Sekine	9,600	WEDNESDAY, 26th Sept., at Noon.
MOJI and KOBE	SANUKI MARU Capt. Date	12,500	SATURDAY, 8th Aug.
NAGASAKI, KOBE and YOKOHAMA	COLOMBO MARU Capt. Sakamoto	5,000	WEDNESDAY, 5th Aug.
KOBE and YOKOHAMA	RANGOON MARU Capt. Kamachita	12,500	WEDNESDAY, 12th August.
	KANAGAWA MARU Capt. Tozawa	12,500	FRIDAY, 14th Aug.
	TANGO MARU Capt. Sekine	9,600	TUESDAY, 25th Aug., at 6 P.M.
	KASHIMA MARU Capt. M. Yagi	30,000	WEDNESDAY, 12th Aug., at 11 A.M.

Equipped with New System of Wireless Telegraphy.

REDUCED SUMMER RATES

BETWEEN

HONGKONG AND JAPAN PORTS.

SPECIAL EXCURSION TICKETS (1st and 2nd Class), available for 3 Months. Commencing from 1st June, ending 30th September, 1913.

	YOKOHAMA	KOBE	MOJI	NAGASAKI
Return	Return	Return	Return	Return
1st Class	\$135	\$122	\$108	\$95
2nd " "	\$81	\$75	\$65	\$57

With option of Rail between Steamer's Calling Ports in Japan.

For Further Information as to Freight, Sailing, &c., apply to—

T. KUSUMOTO, MANAGER.

TELEPHONE Nos. 292 and 1241

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

PROPOSED SAILINGS OF MAIL STEAMERS

FOR

MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.

THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Connecting Steamer "ORIENTAL" leaves YOKOHAMA	Steamers to	Leave SHANGHAI	Leave HONGKONG	Connecting Steamer from COLOMBO to MARSEILLES and LONDON	Due at MARSEILLES	Due at Plymouth (London 1 day late)
	COLOMBO	HAY	KONG		LES	
Aug. 6	DELTA	Aug. 11	Aug. 15	EGYPT	Sept. 12	Sept. 16
Aug. 20	HIMALAYA	Aug. 25	Aug. 29	MALWA	Sept. 26	Sept. 30
Sept. 3	ARCADIA	Sept. 8	Sept. 12	MOREA	Oct. 10	Oct. 14
Sept. 17	ASSAYE	Sept. 22	Sept. 26	MALWA	Oct. 23	Oct. 27
Oct. 1	DEVANHA	Oct. 6	Oct. 10	MOOLTAN	Nov. 6	Nov. 10

THE ATTENTION OF PASSENGERS IS DRAWN TO THE ACCELERATED ARRIVAL of the Mail Steamers at Marseilles, Plymouth and London. These vessels will now arrive in Marseilles on Friday, and London on the following Friday. Arrangements are also being made whereby passengers by the P. & O. Special Train from Marseilles can now arrive in London at 3.25 p.m. on Saturdays.

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES:

The Fares to London and Marseilles are as follows:—						
1st Saloon	"A"	Accommodation	Single	\$65	Return	\$97
2nd Saloon	"B"	"	"	\$39	"	\$59
	"A"	"	"	\$44	"	\$66
	"B"	"	"	\$40	"	\$60
1st Saloon	"A"	Accommodation	Single	\$61	Return	\$91
2nd Saloon	"B"	"	"	\$35	"	\$55
	"A"	"	"	\$42	"	\$63
	"B"	"	"	\$38	"	\$57

IN ADDITION TO THE ABOVE MAIL STEAMERS

INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

LONDON

CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES

PROPOSED SAILINGS:

STEAMERS	Leave YOKOHAMA	Leave SHANGHAI	Leave HONGKONG	Leave SINGAPORE	Due at MARSEILLES	Due at LONDON
NILE	Aug. 4	Aug. 13	Aug. 19	Aug. 25	Sept. 23	Oct. 3
MALTA	Aug. 18	Aug. 27	Sept. 2	Sept. 8	Oct. 7	Oct. 15
SARDINIA	Sept. 1	Sept. 10	Sept. 16	Sept. 22	Oct. 21	Nov. 1
NUBIA	Sept. 15	Sept. 24	Sept. 30	Oct. 6	Nov. 4	Nov. 15
NAMUR	Sept. 29	Oct. 8	Oct. 14	Oct. 20	Nov. 18	Nov. 22

These Steamers call also at PORT SWETTENHAM, PENANG and COLOMBO

FARES TO LONDON:

1st Saloon £50 Single; £75 Return. 2nd Saloon £35 Single; £52 Return

FARES TO MARSEILLES:

1st Saloon £46 Single; £71 Return. 2nd Saloon £33 Single; £49 Return

All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy

THE ABOVE RATES ARE SUBJECT TO A SURTAX OF 10%.

For Further Particulars, apply to—

E. A. HEWITT,

SUPERINTENDENT

PARIS LETTER.

[FROM OUR OWN CORRESPONDENT.]

PARIS, July 10th.

THE PRESIDENT.

France is just now in such a state of political turmoil that nothing comes as a surprise. Nevertheless, the attempt on the life of President Poincaré has further aggravated the political situation. It has now been clearly established that the bombs which two Russians were carrying at the time of their arrest at Beaumont-Sur-Oise, a popular suburb 20 miles northwards of Paris, were not intended to blow up the Czar, as alleged, but President Poincaré. What adds confirmation to this is the fact that the two foreign individuals were making a journey on foot—at the risk of their lives, too—to some place in the direction of Peronne, near Amiens, where the President is due on the 15th of the present month—the day after La Fête Nationale. Finding it useless to deceive the police, one of the Russians, Trojanovsky by name, confessed that the said bombs which they were carrying with such care were to be exploded on the Cherbourg line. Though one may get to Amiens in a round-about way by the Chemin de fer de l'Ouest, or Great Western Railway of France, the most direct, of course, is by the Great Northern. It is well that the two Russian miscreants and their "luggage" were arrested as they were, as there is no telling what else they might have done. The Director of the Paris Municipal Laboratory has since caused the bombs to be exploded—the effect was terrific. What would it have been had they not been discovered in time, and worked out their own destiny? Of course this new plot against the President of the French Republic will not be allowed to be hushed up; the times are much too serious for that. The police look upon the whole affair as exceedingly grave; so much so indeed that M. Hennion, the Chief of Police, who left Paris some days ago for a holiday, has been hurriedly summoned back. Belief is gaining ground that we are in the presence of a complicated plot against the Head of the State. What one cannot clearly understand is why Russia—the ally and friend of France—should participate in such a diabolical plot. It would be erroneous to conclude that the Russian nation is implicated. It is evident that the President, friendly as he is with the Czar and his subjects, has enemies in Russia as well as in France, and that the latter have induced the former to side with them. The President's enemies are determined that M. Poincaré "shall go," if not by fair then by foul means. "The stag at bay is a dangerous foe," runs an old saying. M. Poincaré is a plucky man, who will not hesitate to stand his ground to the last. Why should he go at the bidding of Socialists and their colleagues? He has certainly done nothing of which he is ashamed of; surely to institute Presidential reforms is not a crime. Intensely serious events are likely to take place within the next few weeks in this country judging by the dastardly attempt to kill President Poincaré. The question has been raised, will this make any difference in the relations between France and Russia? Several persons are to be found who still persist in declaring that Russia's love for France is on the wane and vice versa. If France wished to make things unpleasant with her ally, she could easily do so under the circumstances; but she has sufficient common-sense to know that the Czar is one of the first to condemn the rash act of his two arrested subjects, who were evidently in the pay of and acting on behalf of others. At least let us look at the affair in this light and not complicate matters. We may, or we may not, hear more about the plot—from the Russian point of view. It will be time enough then to speak more openly.

FRANCE'S CREDIT.

France never needs to be in want of money; her credit is excellent in the eyes of the world, which means that she can at all times command outside financial assistance. But there is such a thing as amour-propre. The French are proverbially wealthy, and, as we have just seen, rather than apply to foreign countries, they have, as true patriots, cheerfully come forward to the Treasury's aid. France may well feel proud of her thrifty sons and daughters when she thinks that the new French loan of £22,200,000 which will be offered for subscription on July 17th (next Friday) has already been subscribed for about forty times over. What a splendid example!

THEATRE RECEIPTS DIMINISHING.

It is bad enough for ordinary theatres to complain of bad times, brought about by the progress of the cinematograph, but when it comes to the turn of the Grand Opera—a State subventioned theatre, like the Odéon—things must be terribly bad indeed in the French theatrical world. The latter has for some time past experienced the full effects of the crisis from which no Paris or

Provincial theatre seems free. All sorts of devices have been resorted to by bewildered managers to "keep going," suggestions from well-known actors and actresses have been heartily welcomed, and in several cases acted upon. However, no practical solution has as yet been found; the cause of the crisis is well known to one and all. Managers of theatres, however old-established and popular, seem powerless before the increasing craze for moving pictures. The tendency of both young and old is to give preference to cinematograph shows, where so much is shown for practically nothing compared with theatres. The greater the patronage the more money is expended on entering for all classes on the highest scale. It will be remembered that some months ago M. Antoine gave up the Odéon—one of the three State subventioned theatres in Paris—for the simple reason that he could not make it pay; hardly have the echoes of that regrettable announcement died away than comes the still more serious report that M. Broussan and Messager have renounced their contract with the Government, being no longer able to run the Grand Opera at a profit. Diminished receipts have swallowed up their working capital of £100,000; rather than encroach on the security which these directors have deposited, they gave up the management of the Opera. Four months ago the receipts of "Parsifal" averaged 25,000 francs or £1,000 a day; they have since fallen to 6,000 francs or £240. Nor is this all, for we are further told that the receipts of the Boulevard theatres are diminishing at an alarming rate. Nightly takings of 7,500 francs (£300) have in two years sunk to £50. Le Theatre des Champs-Elysees—one of the newest and most beautiful in Paris—has, owing to the serious crisis, had to admit failure. The only real paying places of amusement are the cinemas, which give excellent value for money, including the most popular plays wherein figure the most famous actors and actresses. It is only a question of time, at this rate, before all theatres in this and other countries are compelled to close their doors. It is not so much a question of wilful harm as growing popularity.

FRANCE'S BLACK TROOPS.

Both the French Ministry of War and the Admiralty are bent on experiments. Not so long ago we were informed that the then Minister of War contemplated drafting black Colonial troops in some of the home regiments. The idea was not favourably entertained for various reasons, and was finally abandoned. We now learn that the Admiralty proposes to "sprinkle" a few black sailors in the French Navy. We are informed by *La France Militaire* that 100 Senegalese recruits have been drafted into the French Mediterranean fleet, and up to the present with the greatest satisfaction. If necessary, an annual contingent of 200 has been promised by the Governor of French Western Africa. In point of temperature, the South of France is the nearest approach to the African climate, consequently suitable for black blue-jackets and soldiers. The latter could not live in Paris in the winter, and as they represent the "pick" of French native troops, it would only be sacrificing them for nothing to come to Paris to stay. The only time France's black troops are seen in the French capital is on the occasion of the Fête Nationale, the 14th of July; they are specially brought over to take part in the review at Longchamps. The weather is then sufficiently sweet-like to remind them of "home, sweet home." They never stay very long in any case, lest harm comes to them through changes in the temperature.

MISCELLANEOUS NEWS

ITEMS.

Bombs, which are now a regular feature of the Suffragist arsenal, were the invention of a man named Chevalier, an employee in a Government small arms factory in Paris.

The late King-Edward's numeral is, after all, to appear on his Scottish monuments. The first of them to be completed is the Leith statue, which is to be unveiled by Lord Glen on July 4th. The inscription on it is "Edward VII, 1801-10." The alteration suggested was "King Edward, 1801-10."

The first practical trial was given on June 18th to a new weapon with which the Paris police have been provided for use against armed malefactors. A woman who had gone mad barricaded herself in her flat, whence she fired with a revolver on all who attempted to turn her out. The new police armory was thereupon produced and two members of the force approached the door armed with steel cuirasses and shield and with firemen's smoke helmets over their heads. A small hole was bored through the panel and into this the muzzle of a huge pistol was thrust. The cartridge was charged with some chemical compound, the ingredients of which are kept secret, and at the report the room in which the maniac was waiting was filled with asphyxiating smoke. The policeman then broke down the door and carried the unconscious woman out of the fumes and to the lunatic asylum. The smell left after the explosion is described as that of crushed strawberries. Whatever produced it, it was certainly efficacious, as a small crowd of spectators, who had witnessed the experiment, were left coughing and choking for the next ten minutes.

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON AND ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID, and Marseilles.	SYRIA..... Capt. C. R. Longden, R.N.R.	About 6th Aug.	Freight and Passage.
SHANGHAI, MOJI, KOBE, SARDINIA and YOKOHAMA.	Capt. J. T. Jeffery	About 7th Aug.	Freight and Passage.
LONDON VIA USUAL PORTS ORIENTAL OF CALL.	Capt. A. L. Valentini	Noon, 15th Aug.	See Special Advertisement.

All the above Steamers are fitted with Wireless Telegraphy.

Subject to immediate alteration without notice.

For Further Particulars apply to

E. A. HEWETT,
Superintendent.

Hongkong, 6th August, 1914

CHINA NAVIGATION CO., LTD.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI.....	"ANHUI".....	On 6th Aug., 4 P.M.	
SHANGHAI AND TSINGTAU.....	"YINGCHOW".....	On 8th Aug., 4 P.M.	
MANILA, CEBU and ILOILO.....	"TEAN".....	On 11th Aug., 4 P.M.	
SHANGHAI.....	"LANGHONG".....	On 11th Aug., 4 P.M.	
SHANGHAI.....	"LUCHOW".....	On 13th Aug., 4 P.M.	
WEIHAIWEI and TIENTSIN.....	"KUEICHOW".....	On 18th Aug., 10 A.M.	
MANILA, CEBU and ILOILO.....	"CHINHUA".....	On 18th Aug., 4 P.M.	

DIRECT SAILINGS TO WEST RIVER Twice Weekly.

MANILA LINE—TWIN-SCREW STEAMERS "CHINHUA," "TAMING" and "TEAN." Excellent Saloon accommodation. Amidships; Electric Fans fitted; Extra State-rooms on Deck aft; on "TAMING" and "TEAN."

SHANGHAI AND TSINGTAU LINE—THE TWIN SCREW STEAMERS "ANHUI," "CHENAN," "SHAHSING" and the S.S. "KANCHOW," "LIANGCHOW," "LUCHOW" and "YINGCHOW," having excellent accommodation, with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

The Steamers leaving Hongkong on Sundays proceed from Shanghai to TSINGTAU, leaving there on Tuesdays for Shanghai, Hongkong and Canton.

N.B.—Passengers must embark before Midnight on SATURDAY for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Woosung.

REDUCED FARES:—

HONGKONG TO SHANGHAI:—SINGLE \$45. RETURN \$75.

" " TSINGTAU:— " " \$78. " " \$125.

For Freight or Passage apply to: BUTTERFIELD & SWIRE.

Hongkong, 6th August, 1914.

TELEPHONE 36. AGENTS.

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA
VIA MANILA.

MAIL SCHEDULE
SUBJECT TO MODIFICATION.

STEAMER	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
EMPIRE.....	22nd August	On 28th Aug. 1 A.M.
ST. ALBANS.....	12th Sept.	On 18th Sept. 10 A.M.
EASTERN.....		On 9th Oct. 10 A.M.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. A State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.

For further particulars apply to

GIBB, LIVINGSTON & Co.,
AGENTS

BRITISH INDIA S. N. CO., LTD. APCAR LINE.

REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

EASTWARD

S.S. "JAPAN," 6,013 tons, Captain C. P. Seddon, will be despatched for KOBE and MOJI on 12th August.

WESTWARD

S.S. "DILWARA," 5,378 tons, Captain G. N. Ramage, R.N.R., will be despatched as above on 7th August.

The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For Freight or passage, apply to

DAVID SASSOON & CO., LTD.
AGENTS.

Hongkong, 4th August, 1914.

DOUGLAS STEAMSHIP CO., LTD. HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR

SWATOW, AMOY AND FOOCHOW
AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAITAN".....	Capt. J. W. Evans
"HAICHING".....	Capt. W. G. Peasmore
"HAIFANG".....	Capt. A. E. Hodgins

* The a.s. "Haitan" will not call at Swatow.

FOR SWATOW AND RETURN.
(Occupying 3 Days).

"HAIMUN"..... Capt. A. H. Stewart

During the Month of August FIRST CLASS RETURN FARES TO FOOCHOW will be subject to a Reduction of 20 per cent. on the full Fares.

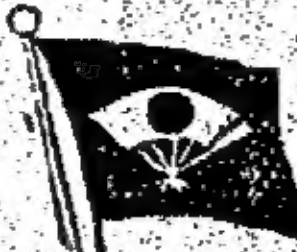
Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 6th August, 1914.

TOYO KISEN KAISHA.



SAN FRANCISCO LINE.

VIA SHANGHAI, MANILA, THE INLAND SEA,
JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to Change Without Notice

Steamer	Displacement Tons and Speed	Leave Hongkong
TENYO MARU	22,000—21 knots	TUES., 25th Aug.
NIPPON MARU	1,000—18 knots	TUESDAY, 30th Sept.
SHINYO MARU	22,000—21 knots	TUES., 22nd Sept.
CHIYO MARU	22,000—21 knots	SATUR., 10th Oct.

* Via Manila omitting Shanghai.

FIRST CLASS TO LONDON	\$71.10	RETURN (6 MONTHS)	\$120.
FIRST CLASS TO NEW YORK	\$60.	" "	\$96.10.
" " " SAN FRANCISCO	\$45.	" "	\$68.

SPECIAL SUMMER RATES TO JAPAN.

NAGASAKI	KOBE	YOKOHAMA
\$120.	\$135.	\$150.

Passengers purchasing Trans-Pacific Return Tickets have the option of returning from San Francisco by Steamers of the PACIFIC MAIL S.S. Co. or from Vancouver by Steamers of the CANADIAN PACIFIC RAILWAY Co.

SPECIAL RATES given to NAVAL and MILITARY, CIVIL SERVANTS MISSIONARIES, etc.

ROUND THE WORLD Tickets issued in connection with all the Principal MAIL Lines and the Trans-Siberian Railway.

Passengers may Travel by RAILWAY between Ports of Call in Japan free of charge.

SOUTH AMERICA LINE.

VIA JAPAN PORTS, HONOLULU, HILO, MANZANILLO,
SALINA CRUZ, CALLAO, IQUIQUE AND VALPARAISO.

THENCE BY

TRANS-ANDIAN ROUTE TO BUENOS AIRES.

Steamer Displacement Tons and Speed Sails

For Full Particulars as to Passage and Freight, apply to—

S. MORIMOTO, AGENT,
King's Building.

TELEPHONE 291.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILINGS:

FROM HONGKONG: "NANERIG" 19th Aug.

EXCELLENT ACCOMMODATION FOR 1ST AND 2ND CLASS PASSENGERS.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILING.

From Hongkong: "SALAMIS" 25th Oct.

FIRST CLASS ACCOMMODATION FOR PASSENGERS.

FITTED WITH WIRELESS TELEGRAPHY.

For Rates of Freight and Passage, apply to

THE BANK LINE, LIMITED,
MANAGING AGENTS.

OSAKA SHOSHEN KAISHA.

REGULAR SERVICES.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

THE AMERICAN LINE TO TACOMA AND SEATTLE.

In Connection with

THE CHICAGO MILWAUKEE AND ST. PAUL RAILWAY CO.

VIA KEELUNG, MOJI, or SHANGHAI, NAGASAKI, KOBE, YOKKAICHI, SHIMIZU, YOKOHAMA AND VICTORIA, B.C.

Steamer	Captain	Leaving
"TACOMA MARU".....	T. Hamada	THURSDAY, 6th Aug., at 4 P.M.
"PANAMA MARU".....	J. Kameo	WEDNESDAY, 19th Aug., at 4 P.M.

These Newly-Built Steamers of American Line have fair speed and are fitted with the Wireless Apparatus. Best adapted rooms for carrying Bulk, Treasure and Parcels.

FOR BOMBAY VIA SINGAPORE, PORT SWETTENHAM
PENANG AND COLOMBO.

Steamer	Captain	Leaving
FOR FOOCHOW VIA SWATOW AND AMOY.		
"KAIJO MARU".....	Y. Yamamoto	WEDNESDAY, 12th Aug., at 2 P.M.

Steamer	Captain	Leaving
FOR TAMSUI VIA SWATOW AND AMOY.		
"DAIJIN MARU".....	K. Murakami	SUNDAY, 9th Aug., at Noon.
"DAIGI MARU".....	S. Tokunaga	SUNDAY, 16th Aug., at Noon.

Steamer	Captain	Leaving
FOR ANPING AND TAKAO VIA SWATOW AND AMOY.		
"ROSHU MARU".....	X. Hattori	THURSDAY, 6th Aug., at Noon.

These Steamers of Coast and Formosa Line have Excellent accommodation for First Class Passengers and are fitted with Electric Light and Fans.

These Steamers will arrive at and depart from Soon Yip Wharf (near the Harbour Office).

For FURTHER INFORMATION, apply to

Y. ASAI,
MANAGER.

Second Floor No. 1 Queen's Building.

PROBLEMS OF MODERN JAPAN.

NEW VIRTUES FOR OLD.

EVOLUTION OR REVOLUTION.

[FROM "THE TIMES" TOKYO CORRESPONDENT.]

Less than a decade ago Japan was revealed to the world as a nation of marvellous prowess in arms, brave as she was poor, as compact in spirit as she was small in area. To-day the echoes of war have died away and with them the applause. Since she no longer occupies the centre of the stage Japan is forgotten, or, if she is remembered, it is by those who know her, not at second-hand through the idylls of the writer, but in practical fashion as bankers and traders, or as students in search of truth. She is described as a nation with a "thin veneer of civilization"; she knows the Western arts of war, perhaps, but she has a glimmering only of the Western arts of peace; she has a standard of honour on the field, but none in the counting house; she is conceited and presumptuous, displaying all the ill-manners of an upstart; she has lost her old virtues (such as they were) and failed to acquire the new ones. This, or something like this, is the indictment brought against modern Japan by the disappointed foreigner. But it is not brought by the foreigner alone. Japan has suffered a fall in her own esteem no less than in the esteem of others and is plunged into a mood of self-questioning introspection.

The collapse of the economic and financial "boom" which followed the war has had its counterpart in the minds of the reasoning and educated portion of the people, so that to-day one appeal follows another from the mouths of the leaders in thought and action for strenuous and sustained efforts to keep pace with the other nations of the world—appeals which are accompanied by admissions that Japan is still far behind the Western Powers. Such confessions were common in the period of national self-contemplation provoked by the death of the Emperor Meiji and the opening of the new era of Taisho; and they are still common to-day, after the troubled months through which the country has since passed. They endorse the verdict of almost every outsider that politically and socially, as a nation and as individuals, the Japanese are undergoing a process of profound change.

THE OLD ERA AND THE NEW.

Japan is the only Eastern nation where the generation now coming into control has grown up under the influence of the full flood of Western thought. The fathers of the Meiji era introduced the trappings of the modern State, the forms of a constitutional government; they founded schools and built factories and laid down railways; they established a modern Army and Navy. Japan must be strong," they said, "if she is to exist as an independent self-respecting State, and to be strong she must have the apparatus for making money and, for self-defence." Their gospel was materialist and was based upon the retention of the old virtues of loyalty and filial devotion, upon which they thought they might rebuild the edifice of national activities. Every one should be taught to read and write, because only thus could factories be run and guns be manned, but every one should be taught also that his life was the property of the Emperor and the State—that the noblest act was its sacrifice in the cause of the heaven-descended ruler, that unquestioning obedience, duty, and discipline were the root principles of conduct.

The task was carefully and bravely performed, but to-day it is apparent that the statesmen of Meiji have left as great a task to those of Taisho as ever they undertook themselves. A microcosm of the problem is presented in the student, girl or boy, who at home reads Spencer and Ibsen, Tolstoy and Bernard Shaw, Oscar Wilde and Maupassant, and at school hears his or her teacher extol the superhuman virtues of the Emperor, the sanctity of implicit obedience to parents, the doctrine that the whole duty of woman is to be a good wife and mother, and so forth.

THE FAMILY CODE.

Not only from within do the stress and strain of modern thought—"dangerous thought," as the phrase goes in Japan to-day—beget heavily upon the officially-prescribed creed of a feudal era; they are as strong and insistent from without. The industrial structure of modern urban Japan rests uneasily upon the rigid family code which constitutes the chief legacy of the past. How can that code live in the huge dormitories sheltering thousands of factory hands whose condition recalls the industrial dark ages of England? How can it meet the problems of poverty, disease, and overcrowding which perplex Europe to-day? How can it resist the increasing power of money and the temptations to luxury, or what were better called "a higher standard of living"? It cannot.

The transformation of Japan must be completed, internally no less than externally, if only because the proletariat will not fit into the old habitation. The centre of power in the State must pass from the few to the many and in the family from the parents to the individual according to his worth; the intellectual shams and superstitions must crumble away like the idols in the temples; the rigid nationalistic ideal must yield before a recognition of the right of each man to "life, liberty, and the pursuit of happiness."

To guide the nation along this perilous path is the formidable task of the Japanese leaders of to-day, and upon their wisdom it may to some extent depend whether by revolution or evolution the change shall be effected. But the success of the experiment will really depend upon the inherent worth of the people. It is not, of course, that there is no room in modernized Japan for those virtues which the Throne and the Family have been used for ages to buttress, nay, those virtues—simplicity, thrift, devotion, discipline, and self-sacrifice—must remain in any nation that would be sound. But the conception of them must alter with the conception of

Throne and Family; and the seat of moral authority, as of political, must be transferred from the few above to those below, so as to embrace a fuller recognition of the rights and obligations of the individual.

TASK OF THE FUTURE.

In a word, the task of the new era is to make a strong people capable of resisting internal enemies. Japan proved a match for one of the foremost Powers of the world because on the battlefield it is unity and uniformity of action and purpose that count for most. But when it comes to the arts of peace, to industrial competition, diversity and originality must be developed wherever they can be found, and all depends on the individual. Yet if one compares to-day the man in the street in Tokyo with his fellow in New York or London there is a vast gulf between them. The former's work is cheap, and so is his value. He has not yet even formulated the demand for a Habeas Corpus Act or the right to organize in his own interests. In politics only is his voice beginning to be heard. But the sound of it there is significant of much that is to come, for it is like the trumpet call that marks the opening of the new fray upon which Japan is entering. It indicates the fermentation of modern thought in the minds of an Eastern race.

MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

BRITISH.

Alacrity, despatch-boat, 1,700 tons, 4 guns, 2,000 h.p., Comdr. A. Cochrane, Kobe, Weihaiwei.

Atlas, admiralty tug, 615 tons, 1,400 tons, Hongkong.

Bramble, gunboat, 710 tons, 500 h.p., Lt.-Comdr. V. B. Branden, Shanghai.

Britomart, gunboat, 710 tons, 500 h.p., Lieut.-Comdr. P. B. Preston-Thomas, Hongkong.

Cadmus, British sloop, 1,070 tons, i.h.p., 1,400 f.d., Captain M. S. Fitzmaurice, Yangtze.

Cherub, water tank and tug, 390 tons, 340 i.h.p., Hongkong.

Clio, British sloop, 1,070 tons, 1,400 i.h.p., Comdr. Macleod, Hongkong.

Colas, T.B.D., 550 tons, guns 4-12 pr., i.h.p., 7,500 f.d., Comdr. G. Seymour, Weihaiwei.

Chelmer, T.B.D., 56 tons, guns 4-12 pr., i.h.p., 7,500 f.d., Lieut. H. T. England, Hongkong.

Fame, T.B.D., Lt.-Comdr. C. M. Blackman, Hongkong.

Hampshire, 10,850 tons, 21,000 f.d., 14 guns, Captain H. W. Grant, Weihaiwei.

Jed, T.B.D., 50 tons, guns 4-12 pr., i.h.p., 7,500 f.d., Lieut. G. F. A. Mulock, Hongkong.

Kinsale, 615 tons, 1,200 i.h.p., Comdr. H. Maryatt, Yangtze.

Melita, surveying ship, 1,070 tons, 6 guns, 1,400 i.h.p., Lieut. F. J. B. Gibson, Lebanon.

Minotaur, armoured cruiser (flagship Vice-Admiral T. H. Jorram, K.C.B.), 37,000 i.h.p., Capt. E. B. Kiddle, Weihaiwei.

Moorhen, river gunboat, 180 tons, 2 guns, 800 i.h.p., Lt.-Comdr. Alan Dixon, W. River.

Newcastle, 2nd class cruiser, 4,800 tons, turbine, 22,000 f.d., Capt. F. A. Powlett, en route to Shanghai.

Nightingale, river gunboat, 85 tons, 240 h.p., Lieut.-Comdr. Malcolm Murray, Yangtze.

Keane, T.B.D., 550 tons, 4 guns, 2 pr., i.h.p., 7,500 f.d., Lieut. F. A. H. Russell, Weihaiwei.

Ribble, T.B.D., 597 tons, 7,500 f.d., 6 guns, Lieut.-Comdr. Wilkison, Weihaiwei.

Robin, river gunboat, 85 tons, guns 240 h.p., Lt.-Comdr. J. Fleetwood-Nash, West River.

Rosario, depot ship to Submarine, 980 tons, 1,400 i.h.p., Lieut. Comdr. F. A. Cromie, Hongkong.

Sandpiper, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut.-Comdr. I. A. S. Hutton, West River.

Saipa, river gunboat, 85 tons, 2 guns, 240 i.h.p., Lt.-Comdr. M. R. J. Maxwell-Scott, Yangtze.

Tamar, receiving ship, 4,650 tons, 6 guns, Commodore R. H. Ansteth, C.M.G., Hongkong.

Teal, river gunboat, 180 tons, 2 guns, 800 i.h.p., Lieut.-Comdr. S. P. B. Russell, Yangtze.

Thistle, gunboat, 710 tons, 900 h.p., Lt.-Comdr. F. L. L. Page, Weihaiwei.

Triumph, battleship, 11,955 tons, 12,000 i.h.p., A. Comdr. A. S. Sumner, Hongkong.

Uak, T.B.D., 550 tons, 7,500 f.d., 6 guns, Lieut. Maxwell, Weihaiwei.

Welland, T.B.D., 597 tons, 7,500 f.d., 6 guns, Lieut.-Comdr. Polignat, Weihaiwei.

Widgeon, gunboat, 195 tons, 2 guns, 800 h.p., Lieut.-Comdr. A. J. Landon, Yangtze.

Woodcock, gunboat, 150 tons, 2 guns, 550 h.p., Lt.-Comdr. M. B. R. Blackwood, Yangtze.

Woodlark, gunboat, 150 tons, 2 guns, 550 h.p., Lt.-Comdr. Robin W. Lloyd, Yangtze.

Yarmouth, 2nd class cruiser, 4,800 tons, Capt. H. L. Cochrane, Weihaiwei.

Submarines:—

C. 36, D. J. McGillicie, Lieut.

C. 37, J. A. Gaimes, Lieut.



OBTAINABLE FROM

KARL BRANDES,
No. 2, PEDDER STREET.

Hongkong, 3rd August, 1914.

[36-22]



NATURA MILK

BEST

STERILIZED

MILK

ON THE MARKET.

\$9 PER CASE OF 48 TINS AT 1 LB.

HUGO C. A. FROMM,
HONGKONG.

Hongkong, 3rd August, 1914.

[36-45]

UNION AUGSBURG

BOOT AND SHOE POLISH
METAL POLISH.THE BEST BRANDS ON THE
MARKET.

GENERAL AGENT FOR CHINA AND HONGKONG—

HUGO C. A. FROMM,
HONGKONG.

Hongkong, 3rd August, 1914.

[36-41]

POST OFFICE NOTICE.

PARCEL POST TO EUROPE.

The Public are advised not to Post Parcels for Europe at present owing to the uncertainty of the Mail Service.

Until further notice the mail notices will contain only the approximate dates of sailing of ships. They are all liable to be cancelled. All changes of sailings and postponements of sailings and delays in arrivals of ships will be posted up in the G. P. O. Mail Notice Board.

The *Yingchow*, with the MAIL FROM LONDON (via Siberia) of Tuesday and Wednesday, the 14th and 15th ult., is due to arrive here to-day.

The *Panama*, with the MAIL FROM LONDON (via Siberia) of Saturday, the 18th ult., is due to arrive here to-morrow.

FOR	DATE	TIME
Holbow, Haiphong and Pakhoi...	Thursday, 6th, 11.00 A.M.	
Swatow, Amoy and Formosa via Takao & Anping...	Thursday, 6th, 11.00 A.M.	
Japan via Nagasaki...	Thursday, 6th, 3.00 P.M.	
Formosa via Keelung, Japan via Moji...	Thursday, 6th, 3.00 P.M.	
Victoria, B.C., and Tacoma...	Thursday, 6th, 4.00 P.M.	
Straits, Ceylon and India via Bombay...	Thursday, 6th, 4.00 P.M.	
Straits, Burmah and India via Calcutta...	Saturday, 8th, 1.00 P.M.	
Swatow, Amoy, and Formosa via Tamsui...	Sunday, 9th, 3.00 A.M.	
Philippine Islands...	Tuesday, 11th, 3.00 P.M.	
Straits and Ceylon...	Wednesday, 12th, 9.00 A.M.	
	Wednesday, 12th, 10.00 A.M.	
	(Registration with late fee of 10 cents up to 10.30 A.M.)	
	Registration Kowloon...	
	B.O. ... 10.00 A.M.	
	Letters ... 11.00 A.M.	
Shanghai, North China, Japan via Nagasaki, Honolulu, United States, South America, Canada via San Francisco (EUROPE via SAN FRANCISCO)	Thursday, 13th, 3.00 P.M.	
Formosa via Keelung, Japan via Moji, Victoria, B.C., and Seattle	Friday, 14th, 11.00 A.M.	
Japan via Nagasaki and Seattle (Wash.)	Friday, 14th, 11.00 A.M.	
Philippine Islands	Tuesday, 18th, 3.00 P.M.	

* Specially superscribed correspondence only.

MONEY LETTERS—The Post Office declines all responsibility for unregistered letters containing bank notes or jewellery, and when registration has been neglected WILL MAKE NO ENQUIRIES into alleged losses of such (Postal Guide 121).

Mails for CANTON, WUHOW and SHANGHAI are closed on week-days at 7.30 a.m. and at 4 p.m., on Sundays at 9 a.m.

Mails for MACAO are closed on week-days at 7.15 a.m. and 1.15 p.m. On Sundays the mail is closed at 9 a.m.

Mails for HANKAU, SHANGHAI, KONGMOON and KAMORU are closed on week-days at 5 p.m. On Sundays the mails are closed at 9 a.m.

A Mail for Long Island (Cleving Chow) is despatched per steam launch Cheungchow daily at 11 a.m.

In the case of Mails closing before 9 a.m. in the morning, Registration closes at 5 p.m. on the previous evening.

REGISTRATION—Correspondence can be registered for Mails to Europe, Canada and America up to an hour before the time of closing. Registered mails to Shanghai, Japan, Straits, India, Manila and the Coast Ports of China by other than contract steamers close a quarter of an hour before the ordinary mail.

For Registration late fee by contract Packets, see time of closing above.

FORTHCOMING EVENTS.

Saturday, 32nd Aug. :—
Nyon-Hongkong and Shanghai Banking Corporation Meeting of Shareholders at the City Hall.

ON SALE

BOUND VOLUMES of the HONGKONG WEEKLY PRESS, JANUARY TO JUNE, 1914. With Index. Price 7.50.

On Sale at the "HONGKONG DAILY PRESS" Office.

Hongkong, 1st August, 1914.

PRINTING

Nothing creates such a good impression as business as the use of First Class Printing. The difference in cost between good and bad printing and material is generally nil.

THE "HONGKONG DAILY PRESS" PRINTING WORKS.

Take out the Best Printing at Reasonable Prices.

COMMERCIAL
CLOSING QUOTATIONS.

August 5th.	
On LONDON—	
Telegraphic Transfer	1.88
Bank Bills, on demand	1.87
Bank Bills, at 30 days sight	1.88
Bank Bills, at 4 months sight	1.88
Credits, at 4 months sight	1.88
Documentary Bills 4 months	1.88
On PARIS—	
Bank Bills, on demand	214
Credits, at 4 months sight	220
On GERMANY—	
On demand	175
On NEW YORK—	
Bank Bills, on demand	413
Credits, at 60 days sight	423
On BOMBAY—	
Telegraphic Transfer	1274
Bank, on demand	1274
On CALCUTTA—	
Telegraphic Transfer	1274
Bank, on demand	1274
On SHANGHAI—	
Bank, at sight	743
Private, 30 days sight	753
On YOKOHAMA—	
On demand	83
On MANILA—	
On demand—Peso	834
On SINGAPORE—	
On demand	73
On BATAVIA—	
On demand	1023
On HAIIPHONG—	
On demand	64 1/2 p.m.
On SAIGON—	
On demand	64 1/2 p.m.
On HONGKONG—	
On demand	804
SOVEREIGNS, Bank's Buying Rate	\$11.65
GOLD LEAF, 100 fine, per tael	\$63.40
SILVER, per oz.	No quotation

SUBSIDIARY COINS.

	per cent.
Hongkong ... 20 cents piece	\$ 1.80 discount
Hongkong ... 10 "	\$ 2.00 "

MAILS VIA SIBERIA.

London	Due
Date	Shanghai
July 11th.	July 27th.

DRINK
'O.T.'

'O.T.' BLENDS WITH ALL DRINKS. TRY IT WITH YOUR WHISKY, GIN OR BEER.

'O.T.' HAS A BENEFICIAL EFFECT IF YOU RISE WITH A FURRED TONGUE OR A BAD TASTE IN THE MOUTH. IT CORRECTS THE LIVER AND MAKES YOU WELL AGAIN.

DONNELLY & WHYTE.
SOLE AGENTS.

TEL. 636.

Hongkong, 1st August, 1914.

[1000]

SHARE LIST.—QUOTATIONS.

Hongkong, 1st August, 1914.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTATIONS CASE.	RETURN ON BASIS OF LAST DIV.
BANKS.					
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$1350	54 p.c.
China Bank Corporation, Limited	60,000	\$12	all	\$11	10 p.c.
Oversea Light and Power Company, Ltd.	50,000	\$1	all	\$4.35	
China Provident Loan and Mortgage Co., Ltd.	50,000	\$1	all	\$3	8 p.c.
Corrosion Mills.	200,000	\$10	all	\$3	
Ewe Cotton Spinning & Weaving Co., Ltd.	80,000	Tls. 50	all	Tls. 137	
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	all	\$71	34 p.c.
Dairy Farm Company, Limited	40,000	\$71	all	\$38	
DOCKS AND WHARVES.					
Hongkong & Wharves	60,000	\$50	all	\$36	4 p.c.
H'kong and Whampoa Dock Co., Ltd.	50,000	\$50	all	\$68	44 p.c.
New Amoy Dock Co., Limited	10,000	\$61	all	\$81	
Sh'hai Dock and Engineering Co., Ltd.	55,700	Tls. 100	all	Tls. 55	
Sh'hai and Hongkong Wharf Co., Ltd.	76,000	Tls. 100	all	Tls. 90	
Green Island Cement Co., Limited	400,000	\$10	all	\$51	44 p.c.
Hongkong Electric Co., Limited	60,000	\$10	all	\$43	
Hongkong Hotel Company Limited	20,000	\$50	all	\$128	52 p.c.
Manila Metropolitan Hotel, Limited	15,000	Pz. 10	all	Pz. 102	44 p.c.
Hongkong Ice Company, Limited	5,000	\$25	all	\$217 1/2	9 p.c.
Hongkong Rope Manufacturing Co., Ltd.	50,000	\$10	all	\$25	
H'kong & South China Steam Fishery Co., Ltd.	15,000	\$5	all	\$2	
Hongkong Steel Foundry Co., Ltd.	15,000	\$10	all	\$10	
Hongkong Tramway Co., Ltd.	325,000	\$1	all	\$176	
INSURANCE.					
Canton Insurance Office Co., Limited	10,000	\$250	\$50	\$3171	62 p.c.
China Fire Insurance Co., Limited	20,000	\$100	\$20	\$155	64 p.c.
Hongkong Fire Insurance Co., Ltd.	8,000	\$250	\$50	\$398	7 p.c.
North China Insurance Co., Limited	10,000	\$15	\$5	Tls. 141	
Union Insurance Society, Limited	12,400	\$250	\$100	\$7921	61 p.c.
Yangtze Insurance Association, Ltd.	12,000	\$100	\$50	\$200 @ Ex 73	
LANDS AND BUILDINGS.					
H'kong Land Invest. Agency Co., Ltd.	50,000	\$100	all	\$115 1/2, x div.	64 p.c.
Hongkong Central Estate, Ltd.	10,000	\$100	all	\$103	
Hongkong Land Reclamation Co., Ltd.	25,000	\$100	\$75	\$200	64 p.c.
Hongkong Estate and Finance Co., Ltd.	150,000	\$10	all	\$72	64 p.c.
Kowloon Land and Building Co., Ltd.	4,000	\$50	\$30	\$44	
Shanghai Land Investment Co., Ltd.	78,000	Tls. 50	all	Tls. 93	
West Point Building Co., Limited	12,500	\$50	all	\$71, x div.	6 p.c.
Maatschappij tot Mijne- en Landbouw exploitatie in Langkat	250,000	Gds. 10	all	Tls. 48	
MISCELLANEOUS.					
Chinese Engineering and M. Co., Ltd.	1,000,000	\$1	all	\$5	
Heeswood Tin and Rubber Estate, Ltd.	822,000	\$1	all	\$26	
Ramb Australian Gold Mining Co., Ltd.	200,000	\$1	all	\$3	
Trench Mines, Limited	160,000	\$1	all	\$26 3/4	
Peak Tramways Co., Limited	25,000	\$10	all	\$10	84 p.c.
Philippine Co., Limited	50,000	\$10	all	\$20.90	
Pulpes et Papeteries de Tonkin Societe des	75,000	\$50	all	\$30	
REFINERIES.					
China Sugar Refining Co., Limited	20,000	\$100	all	\$77 1/2	4 p.c.
Lyon Sugar Refining Co., Limited	7,000	\$100	all	\$28	
STEAMSHIP COMPANIES.					
China and Manila Steamship Co., Ltd.	30,000	\$25	all	\$21	84 p.c.
Donghai Steamship Co., Limited	20,000	\$50	all	\$31	74 p.c.
H'kong, Canton and Macao S.B. Co., Ltd.	80,000	\$15	all	\$27 1/2	
Indo-China Steam Navigation Co., Ltd.	60,000 pref.	\$5	all	\$60, £100.	
Shanghai and Canton S.B. Co., Ltd.	250,000	\$1	all	\$79	44 p.c.
Star Ferry Company, Limited	40,000	\$10	all	\$5	
South China Morning Post, Limited	6,000	\$25	all	\$28	
Steam Laundry Company, Limited	20,000	\$5	all	\$4.65	
BROKERS AND DISCOUNTERS.					
Powell, Wm., Limited	15,000	\$7	all	\$84	6 p.c.
Weyson & Co., A. & S. Limited	90,000	\$10	all	\$74	64 p.c.
Union Water-bat Co., Limited	50,000	\$10	all	\$18 1/2	64 p.c.

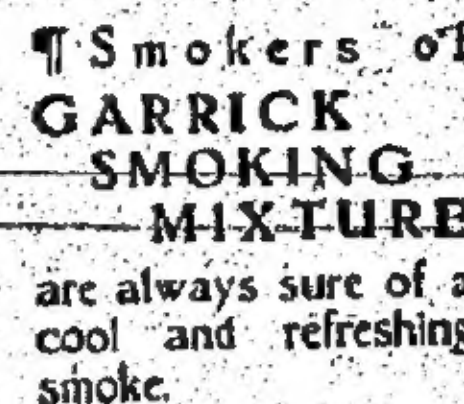
Loans.	Amount.	Value.	Interest.	Quotation.
Chinese Imperial 1896	Tls. 767,200.	Tls. 250	7 1/2 p. annum	Par.

VERNON & SMITH, Share Brokers.

HIGHEST GRADE
CIGARETTES
and TOBACCO

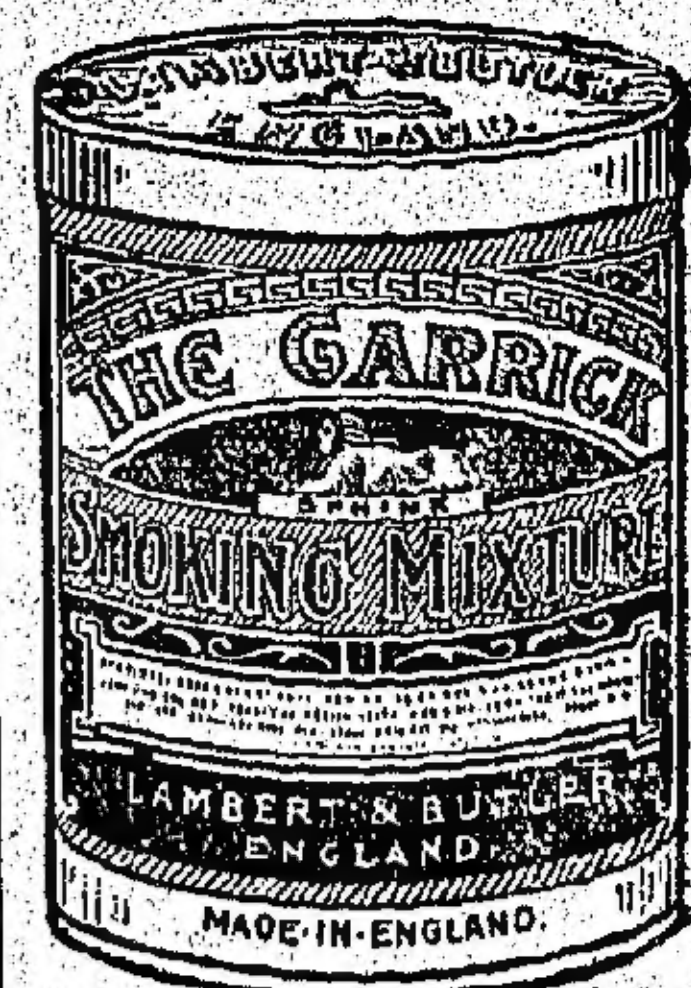
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Acknowledged by the connoisseur to stand alone for purity and charm of flavour.



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MEANS
STERILIZED
SAFETY
NATURAL
No
MILK
MICROBES

IT POURS OUT OF THE TIN LIKE BEST FRESH MILK.

IN STOCK FOR SALE.

ONE WIRELESS TELEGRAPH SET complete with induction coil, overhead wires, spars, &c., suitable for Coasting or Patrol Steamer.

One PORTABLE OXY-ACETYLENE SEARCHLIGHT with Morse Signalling Shutter.

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WM. C. JACK & CO., LTD.,
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ON SALE
A TABLE OF THE
RATES OF EXCHANGE
AT HONGKONG
FOR
DEMAND DRAFTS ON BOMBAY
On the Day Preceding the Departure of the English Mails from the Year of the Closing of the Indian Mints to the Free Coinage of Silver
FROM 1893 TO 1909;
ALSO
RATES FOR SOVEREIGNS, GOLD LEAF, BAR SILVER (From 1900), and other Useful Information.
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